

CITY OF SPRINGFIELD, OREGON
ORDINANCE NO. 6412 (GENERAL)

**AN ORDINANCE AMENDING THE SPRINGFIELD DEVELOPMENT CODE TO IMPLEMENT THE
CITY OF SPRINGFIELD 2035 TRANSPORTATION SYSTEM PLAN, REPEALING THE
CONCEPTUAL LOCAL STREET MAP, ADOPTING A SEVERABILITY CLAUSE, AND PROVIDING
AN EFFECTIVE DATE**

WHEREAS, Oregon Administrative Rule (OAR) Section 660, Division 12 (the Oregon Transportation Planning Rule), specifies the requirements of Statewide Planning Goal 12 that requires cities and counties to prepare and adopt local transportation system plans for lands within their planning jurisdiction as part of their comprehensive plans;

WHEREAS, the City of Springfield and Lane County co-adopted the City of Springfield 2035 Transportation System Plan (TSP) as an amendment to the Metropolitan Area General Plan (Metro Plan) for application within the area of planning jurisdiction of the City of Springfield, through City of Springfield Ordinance No. 6314 and Lane County Ordinance No. PA 1303 on March 11, 2014;

WHEREAS, the TSP is a comprehensive 20-year plan that sets City's policies related to the transportation system and guides transportation investments within the City of Springfield's urban growth boundary (UGB);

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 and Springfield TSP require the City of Springfield to amend its land use regulations (contained within the Springfield Development Code) to implement the TSP;

WHEREAS, the "Conceptual Local Street Map" was adopted by Ordinance 5860 on June 30, 1997, along with accompanying standards for its use by staff and the public, and those standards are now being revised to implement the TSP to remove reference within the Springfield Development Code to said map, and therefore said map no longer serves any regulatory purpose;

WHEREAS, timely and sufficient notice of the public hearings has been provided pursuant to SDC 5.2-115 and ORS 227.186(4) ("Ballot Measure 56" notice);

WHEREAS, the City is concurrently amending by separate ordinance the project lists and figures in Volume 1 of the TSP and adopting the Conceptual Street Map;

WHEREAS, in accordance with the Public Involvement Program endorsed by the Committee for Citizen Involvement, the City of Springfield has provided several opportunities for public involvement on the proposed amendments, including but not limited to a public project webpage, an open house, Stakeholder Sounding Board, and Technical Review Team;

WHEREAS, the Springfield and Lane County Planning Commissions conducted a joint public hearing on the TSP amendments, Conceptual Street Map, and Springfield Development Code amendments on

January 23 and February 6, 2018, and forwarded recommendations to the Springfield City Council and Lane County Board of Commissioners;

WHEREAS, the Springfield City Council held a joint public hearing with the Lane County Board of Commissioners on these amendments on November 4, 2019, 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; and

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

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 Springfield Conceptual Local Street Map adopted by Ordinance 5860 and any amendments thereto are hereby repealed.

Section 3. The findings set forth in Exhibits B and C are adopted as findings in support of this Ordinance.

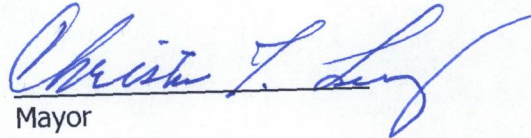
Section 4. The prior policies and land use regulations repealed or changed by this Ordinance remain in full force and effect to authorize prosecution of persons in violation thereof prior to the effective date of this Ordinance.

Section 5. 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.

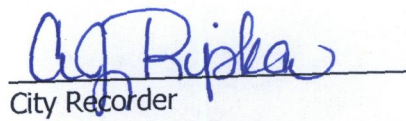
Section 5. Effective date of Ordinance. The effective date of this Ordinance is as provided in the Chapter IX of the Springfield Charter and Section 2.110 of the Springfield Municipal Code, 30 days from the date of passage by the Council and approval by the Mayor; or upon the date that an ordinance is enacted by the Lane County Board of Commissioners approving the same amendments as described in Sections 1-2 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 21 day of January, 2020,
by a vote of 6 for and 0 against.

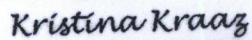
APPROVED by the Mayor of the City of Springfield this 21 day of January, 2020.


Mayor

ATTEST:


City Recorder

**REVIEWED & APPROVED
AS TO FORM**



DATE: 1/21/2020

SPRINGFIELD CITY ATTORNEY'S OFFICE

SPRINGFIELD DEVELOPMENT CODE (SDC) AMENDMENTS

Chapter 3 – Land Use Districts

3.2-210 Schedule of Use Categories, Use Category “Public and Institutional Uses” is amended as follows:

Use Categories/Uses	Residential Districts			
	LDR	SLR	MDR	HDR
<i>Public and Institutional Uses</i>				
Churches (Section 4.7-130)	D*	D*	D*	D*
Educational facilities: public/private elementary/middle schools (Section 4.7-195)				
1 to 5 students in a private home (in a 24-hour period)	P*	P*	P*	P*
6 or more students (Section 4.7-195)	D*	D*	D*	D*
Parks: neighborhood and private (Section 4.7-200)	P/D*	P/D*	D*	D*
Linear Park	P	P	P	P

3.2-215 Base Zone Development Standards footnote (8) is amended to read as follows:

- (8) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.2-220 Additional Panhandle Lot/Parcel Development Standards is amended to read as follows:

- A. Special provisions for lots/parcels with panhandle driveways:
1. Panhandle driveways are permitted where dedication of public right-of-way is impractical or to comply with the density standards in the applicable zoning district. Panhandle driveways shall not be permitted in lieu of a public street, as determined by the Director.
 2. Panhandle driveways shall not encroach upon or cross a watercourse, other body of water or other topographic feature unless approved by the Director and the City Engineer.
 3. The area of the pan portion does not include the area in the “panhandle” driveway.
 4. No more than 4 lots/parcels or 8 dwelling units shall take primary access from 1 multiple panhandle driveway.
 5. The paving standards for panhandle driveways are:
 - a. Twelve feet wide for a single panhandle driveway from the front property line to a distance of 18 feet, where there is an unimproved street; and from the front property line to the pan of the rear lot/parcel, where there is an improved street; and

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- b. Eighteen feet wide for a multiple panhandle driveway from the front property line to the pan of the last lot/parcel. This latter standard takes precedence over the driveway width standard for multiple-family driveways specified in Table 4.2-2.
- 6. New panhandle driveways must not exceed 250 feet in length as measured from the front property line to the pan of the rear lot/parcel.
- B. The Director may waive the requirement that buildable lots/parcels have frontage on a public street when access has been guaranteed via a private street, or driveway with an irrevocable joint use/access easement as specified in Section 4.2-120A. In the residential districts, when a proposed land division includes single or multiple panhandle lots/parcels and the front lot/parcel contains an existing primary or secondary structure, the Director may allow an irrevocable joint use/access easement in lieu of the panhandles when there is not enough area to meet both the applicable panhandle street frontage standard and the required 5-foot wide side yard setback standard for the existing structure. In this case, the irrevocable access easement width standard shall be:
 - 1. Fourteen feet wide for a single panhandle lot/parcel in the LDR District.
 - 2. Twenty feet wide for a single panhandle in the MDR and HDR District, or where multiple panhandles are proposed in any residential district.

3.2-240 Multi-unit Design Standards subsections D.6 and D.9 are amended to read as follows:

- D. Design Standards. All of the following design standards shall be met by all multi-unit developments: Building Orientation; Building Form; Storage; Transition and Compatibility Between Multi-unit and LDR Development; Open Space; Landscaping; Pedestrian Circulation; Parking; and Vehicular Circulation.

- 6. Landscaping, Fences and Walls. Multi-unit developments shall provide landscaping as specified in Section 4.4-105 and the following standards (See Figure 3.2Q):
 - a. A minimum of 15 percent of the site shall be landscaped with a mix of vegetative ground cover, shrubbery and trees. Trees, a minimum 2 inches (dbh) in caliper, and shrubbery, a minimum of 24 inches in height, shall be planted. Bark mulch, rocks and similar non-plant material may be used to compliment the cover requirement, but shall not be considered a sole substitute for the vegetative ground cover requirement;
 - b. Street trees, a minimum 2 inches (dbh) caliper, shall be placed within the planter strips between the curb and the sidewalk. Street trees shall be planted 1 per every 30 linear feet (minimum) of street frontage, as specified in Section 4.2-140.
 - c. Fences in front yards and along any frontage used to comply with the building orientation standard shall be limited to 3 feet in height. Fences in other yards shall comply with the fence standards specified in Section 4.4-115, and the vision clearance standards specified in Section 4.2-130; and

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- d. The use of native and/or drought-tolerant landscaping is encouraged. All landscaping shall be irrigated with a permanent irrigation system unless a licensed landscape architect submits written verification that the proposed plant materials do not require irrigation. The property owner shall maintain all landscaping.

- 9. Vehicular Circulation. Multi-unit developments shall provide vehicular circulation as specified in the following standards (See Figure 3.2-R):
 - a. The on-site driveway (or private street) system shall connect with public streets abutting the site;
 - b. Shared driveways shall be provided whenever practicable to minimize cross turning movements on adjacent streets. On-site driveways and private streets shall be stubbed to abutting MDR/HDR properties, at locations determined during Site Plan Review process to facilitate development of shared driveways; and
 - c. Parking areas shall be accessed from alleys when properties abut an alley, or an alley can reasonable be extended to serve the development.

3.2-310 Schedule of Use Categories. The table header "Categories/Uses" is retitled "Use Categories/Uses." The Use Category "Transportation Facilities" is amended as follows:

Use Categories/Uses	Commercial Districts			
	NC	CC	MRC	GO
<i>Transportation Facilities (Section 4.7-240):</i>				
Transit Stations	N	S	S	N
Dock, boat ramps and marinas	N	D	N	N
Heliports	N	S	S	N
Helistops	N	S	S	N
Linear Park	P	P	P	P

3.2-315 Base Zone Development Standards footnote (4) is amended to read as follows:

- (4) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

3.2-410 Schedule of Light-Medium, Heavy and Special Heavy Industrial Use Categories, Use Category "Other Uses" is amended as follows:

Use Categories/Uses	Industrial Districts		
	LMI	HI	SHI
<i>Other Uses</i>			
Agricultural cultivation of undeveloped land	P	P	P
Business, labor, scientific and professional organizations and headquarters	P	P	S
Public utility facilities:			
High impact facilities (Section 4.7-160)	S	S	S
Low impact facilities	P	P	S
Private/public Elementary and Middle Schools (Section 4.7-195)	D*	N	N
Certain Wireless Telecommunications Systems Facilities	See Section 4.3-145	See Section 4.3-145	See Section 4.3-145
Linear Park	P	P	P

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

3.2-415 Schedule of Campus Industrial Use Categories, Use Category "Primary Uses" is amended as follows:

Use Categories/Uses	CI District
Primary Uses(3)	
Advertising, marketing, and public relations	P
Agricultural cultivation is permitted as an interim use on undeveloped land, provided that spraying, dust, odors, and other side effects of the use do not interfere with the operation of permitted uses in the CI District (7)	P
Blueprinting and photocopying	P
Business Parks (2)	P
Call centers that process predominantly inbound telephone calls	P
Computer systems design services	P
Corporate headquarters, regional headquarters, and administrative offices (4)	P
Data processing and related services	P
E (electronic)-commerce including mail order houses	P
Educational facilities in business parks including, but not limited to, professional, vocational and business schools; and job training and vocational rehabilitation services	P
Graphic art services	P
High Impact Public Facilities (10)	P
Internet and web site and web search portal (includes services and technical support center)	P
Laboratories, including medical, dental and x-ray	P
Large- and medium-scale research and development complexes (6)	P
Light industrial manufacturing involving the secondary processing of previously prepared materials into components or the assembly of components into finished products (1)	P
Mail distribution facilities (5)	P
Management, consulting, and public relations offices	P
Media productions, including, but not limited to: TV and radio broadcasting studios as well as cable and other program distribution and motion picture production	P
Linear Park	P
Non-profit organization office	P
Printing and publishing	P
Professional membership and union offices	P
Satellite telecommunications	P
Software development (includes services and technical support center) and publishing	P
Wired or wireless telecommunications carrier offices	P

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

3.2-420 Base Zone Development Standards footnote (4)(b) is amended to read as follows:

- (4) Setback Exceptions:

(b) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.2-515 Base Zone Development Standards footnote (3) is amended to read as follows:

- (3) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.2-610 Schedule of Use Categories, table header "Categories/Uses" is retitled "Use Categories/Uses." The Use Category "Transportation Facilities" is amended to read as follows:

Use Categories/Uses	Mixed-Use Districts		
	MUC	MUE	MUR
<i>Transportation Facilities</i>			
Heliports	N	P	N
Helistops	N	P	N
Public transit station, without park and ride lot	P	P	P
Linear Park	P	P	P

3.2-615 Base Zone Development Standards footnote (4) is amended to read as follows:

- (4) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.2-635 Phased Development subsections A.1-2 are amended to read as follows:

- A. If development is planned to occur in phases, a phased development plan shall be submitted concurrently with the Site Plan application specified in Section 5.17-100. In addition to the phasing requirements specified in Section 5.17-115, the phasing plan shall include the following information:

- Existing buildings and dimensions with distances from property lines and other buildings.
- The location of future right-of-way dedications based on the Springfield Transportation System Plan, including the Conceptual Street Map, and the block length and size standards specified in Section 3.2-625E.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

3.2-710 Schedule of Use Categories, Use Category "Primary Uses," subcategory "Parks and Open Spaces" is amended to read as follows:

Use Categories/Uses	PLO District
Primary Uses (Section 4.7-203)	
Parks and Open Spaces	
Public and private parks and recreational facilities:	
Linear Park	P
Neighborhood Parks	P
Community Parks	S
Regional Parks	S
Private areas of greater than 1 acre reserved for open space as part of a cluster or hillside development	P
Publicly and privately owned golf courses and cemeteries	D
R.V. parks and campgrounds within a regional park	S
R.V. parks and campgrounds outside of a regional park and without sanitary sewer service as a temporary use subject to termination when within 1,000 feet of sanitary sewer	D

3.2-715 Base Zone Development Standards footnote (2) is amended to read as follows:

- (2) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.2-810 Schedule of Use Categories, the table header "Uses/Use Categories" is retitled "Use Categories/Uses." Said table is amended to read as follows:

Use Categories/Uses	QMO District
Extracting and storing of rocks and minerals, including equipment and materials necessary to carry out these functions	P
Plants for the processing of minerals from quarry and mining extraction operations	P
Sale of products generated from the quarrying and mining operation	P
Activities permitted as part of the reclamation process	P
Structures and buildings used in conjunction with the extracting and storing of mineral	P
Parking facilities for employees and customers	P
Tree felling necessary to prepare a site for mining or as a quarry activity as specified in Section 5.19-100	P
Low impact public facilities	P
High impact public facilities	P
Certain Wireless Telecommunications Systems Facilities (Section 4.3-145)	P
Night watchperson's quarters	P
Linear Park	P

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

3.2-925 Standards for Interim Development is amended to read as follows:

These regulations apply to the development of interim uses as specified in Subsections 3.2-915 and 3.2.920 in the AG District.

- A. Receive certification from the Lane County Sanitarian that any proposed wastewater disposal system meets Oregon Department of Environmental Quality (D.E.Q.) standards prior to Development Approval.
- B. Interim uses may not be placed on a site in a manner that would impede future development of land designated Urban Holding Area-Employment with urban employment uses.
- C. Interim uses may not be placed on a site in manner that would impede extension of infrastructure to serve land designated Urban Holding Area-Employment from developing with urban employment uses.
- D. To demonstrate compliance with this provision, and in addition to the special provisions listed in Table A, the Applicant shall submit a Future Development Plan that:
 - 1. Includes a brief narrative explaining the existing and proposed use of the property;
 - 2. Indicates the proposed development footprint on a scaled plot plan of the property;
 - 3. Limits the proposed new development footprint to 1/2 acre or less of the site;
 - 4. Addresses future street connectivity as shown in the Springfield Transportation System Plan (including the Conceptual Street Map), Regional Transportation System Plan, Springfield Comprehensive Plan, applicable Refinement Plans; and this Code;
 - 5. Addresses the number and type of vehicle trips to be generated by the proposed use;
 - 6. Addresses the applicable Natural Resources protection, Water Quality Limited Watercourses protection, Floodplain Overlay Development Standards, and Drinking Water Protection Overlay Development Standards of this Code.
- E. Development shall utilize the following base zone development standards:

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Minimum Lot/Parcel Sizes	A 50-acre minimum lot/parcel size is applied to lots/parcels 50 acres or larger. A 20-acre minimum lot/parcel size is applied to lots/parcels less than 50 acres in size. Lots/parcels less than 20 acres in size may not be further divided. (1)
Main Building Height	35 feet
Accessory Building Height	35 feet (2)
Building/Structure Setbacks: UHA-E designated parcels 20 acres and larger	20 feet from State, County, City roads, streets and local access roads. At least 100 feet from the adjoining lines of property zoned EFU; and in a location that does not impede future development of urban employment use or extension of urban infrastructure as shown in transportation plans, public facilities plans or master plans.
Building/Structure Setbacks: UHA-E designated parcels smaller than 20 acres	20 feet from State, County, City roads, streets and local access roads. 10 feet from other property lines.
Minimum Lot/Parcel Frontage	None
Minimum Lot/Parcel Depth	None

- (1)** Exemption: Land divisions that create lots/parcels for the purpose of establishing a Natural Resource or Public/Semi-Public Parks and Open Space designation within the floodway, wetland or riparian resource portions of the site may create lots/parcels less than 20 acres within the Natural Resource or Public/Semi-Public Parks and Open Space designation portion of the parent lot/parcel.
- (2)** Water tanks, silos, granaries, barns and similar accessory structures or necessary mechanical appurtenances may exceed the minimum height standard.

3.3-815 Schedule of Use Categories when there is an Underlying Residential, Commercial, or Industrial District, the table header "Use Category" is retitled "Use Categories/Uses." Said table is amended to read as follows:

Use Categories/Uses	Underlying Zoning District		
	Residential	Commercial	Industrial
Agricultural uses and structures	P	P	P
Child care facility (Section 4.7-125)	S	N	N
Detached single-family dwellings and manufactured homes (Section 3.3-825)	P	N	N
Home Occupations (Section 4.7-165)	S	S	S
Neighborhood parks that do not require urban services (Section 4.7-200)	S*	N	N
Partitions (Section 3.3-825E.)	P	N	N
Property Line Adjustments	P	N	N
High Impact Facilities (Section 4.7-160)	S*	S*	S*
Low Impact Facilities	P	P	P
Temporary sales/display of produce, the majority of which is grown on the premises (Section 4.8-125)	P	P	P

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Tree felling (Section 5.19-100)	P	P	P
R.V. parks and campgrounds (Section 4.7-220D.)	S*	N	N
RV parks and campgrounds that do not require urban services (Section 4.7-220D.)	N	D*	D*
Expansion of non-conforming uses existing on the effective date of Lane County's application (on either the /ICU or I/U District to the property (Section 3.3-825F.)	N	D*	D*
Expansion or replacement of lawful uses permitted in the underlying commercial or industrial district (Section 3.3-825F.)	N	P*	P*
Expansion or replacement of lawful Discretionary Uses in the underlying zoning district (Section 3.3-825F.)	N	D*	D*
New Permitted and Specific Development Standards in the underlying zoning district within existing structures (Section 3.3-825F.)	N	P*	P*
Manufactured home (night watch person) or manufactured unit (office) in an industrial district (Sections 4.7-185 and 4.7-170)	N	N	S*
Certain Wireless Telecommunications Systems Facilities	See Section 4.3-145	See Section 4.3-145	See Section 4.3-145
Linear Park	P	P	P

3.3-1005 Purpose, Applicability and Review subsection A is amended to read as follows:

- A. Purpose. The Nodal Development (ND) Overlay District is established to work in conjunction with underlying zoning districts to implement transportation-related land use policies found in Springfield Transportation System Plan and in the Metro Plan. The ND Overlay District also supports "pedestrian-friendly, mixed-use development" as outlined in the State Transportation Planning Rule.

Design standards for the ND Overlay District are structured to foster the essential characteristics of pedestrian-friendly, human scale development that define "nodal development." These include:

1. Design elements that support pedestrian environments and encourage transit use, walking and bicycling;
2. Transit access within walking distance (generally 1/4 mile) of anywhere in the node;
3. Mixed uses and a core commercial area so that services are available within walking distance;
4. Public spaces, including parks, public and private open space, and public facilities that can be reached without driving; and
5. A mix of housing types and residential densities that achieve an overall net density of at least 12 units per acre.

It is important to note that the Nodal Development Overlay District works using the design and development standards found in Section 3.2-600 Mixed-Use Districts, as a basis for achieving pedestrian-

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

friendly design. The overlay district is needed to add those special standards and prohibitions that help define a nodal development area under TransPlan.

3.3-1015 Location Standards is amended to read as follows:

When establishing the location and boundaries of a ND Overlay District, the following criteria shall be considered:

- A. The ND Overlay District shall be applied to the mixed-use centers or “nodes” identified by the City in response to its responsibility under the Springfield Transportation System Plan.
- B. All parcels included within a ND Overlay District shall be located within 1/4 mile of a transit stop, and shall have near its center a commercial or employment core area.

3.4-265 Base Zone Development Standards footnote (5) is amended to read as follows:

- (5) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.4-270 Public and Private Development Standards, subsections A.1-2, B, C.1, D.1-2, E.1-2, G.1-4, and G.13-14 are amended to read as follows:

- A. Public Streets, Alleys and Sidewalks
 - 1. Public streets, alleys and sidewalks in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation Chapter and designed and constructed as specified in the Springfield *Engineering Design Standards and Procedures Manual*.
 - 2. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code. The following is an overview of the Glenwood Riverfront street network:

- B. Street Trees and Curbside Planter Strips. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code. Street trees, especially those that provide shade, and curbside planter strips in the public right-of-way shall be as specified in the Springfield Engineering Design Standards and Procedures Manual. Therefore, street trees will not be subject to the regulations of this Section and will not be counted toward any landscaping required by this Section. As a general rule, street trees shall be selected on the basis of providing shade and have a size relationship with the street landscape (e.g., the wider the street, the larger the trees). Trees at least 40 feet tall at maturity are required for pedestrian areas. Design considerations shall be focused on space requirements of the selected trees at all phases of their life cycle. Scale, soils, underground obstruction, overhead constraints, branch height, mature tree size, and shadow patterns are examples of design considerations. Proposed tree species shall provide continuity between one site and the next in the same block. Street trees shall be placed either directly in planter strips or within tree wells located between the sidewalk and the curb as specified in the Springfield Engineering Design Standards and Procedures Manual. Street trees and planter strips in the public right-of-way shall be shown on the required Site Plan.
- C. Lighting.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

1. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code.

- D. Bicycle Facilities. Bicycle facilities shall be required: off-street as part of the multi-use path specified in Subsection 3.4-270E.; on-street; or as part of a mid-block connector.

1. Bicycle facilities in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation and Open Space Chapters.
2. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code.

- E. Multi-Use Path. The multi-use path shall be part of the riverfront linear park along the entire length of the Willamette River in the Glenwood Riverfront. The multi-use path shall provide opportunities for active and passive recreation activities, including but not limited to, walking, jogging, running, cycling, inline skating, and nature watching. The multi-use path shall be located at the outermost edge of the 75-foot-wide Greenway Setback Line/Riparian Setback to the maximum extent practicable.

1. The multi-use path shall be as described in the Glenwood Refinement Plan Transportation and Open Space Chapters.
2. Applicable Glenwood Refinement Plan Transportation Plan and Open Space Chapter policies and implementation strategies shall be as specified in Appendix 3 of this Code.

- G. Vehicle/Bicycle Parking and Loading Standards.

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 Appendix 3 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 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

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Director may require a parking study to determine adequacy of parking to support a given use or proposed development, but parking must not exceed the maximum number of spaces established in Table 3.4-1 except as provided in Section 3.4-270G.8.

- 13.** Bicycle Parking. Safe and convenient bicycle parking shall be provided for residents, visitors, employees and patrons. In mixed-use developments, the required bicycle parking for each use shall be provided. Required off-street bicycle parking spaces shall be as specified in Table 3.4-2. The requirements in Table 3.4-2 supersede any conflicting requirements in Section 4.6-155. The required minimum number of parking spaces for each listed use is 4 spaces.

Bicycle Parking Standards Table 3.4-2

Use Category	Use Sub-Category	Number of Required Spaces	Long and Short Term Bicycle Parking Percentages	
Commercial	Eating and Drinking Establishments	1 per 600 sq. ft. of floor area	25% long term	75% short term
	Hospitality	1 per 20 rentable rooms	75% long term	25% short term
	Personal Services	1 per 2000 sq. ft. of floor area	25% long term	75% short term
	Professional, Scientific and Technical Services	1 per 3000 sq. ft. of floor area	75% long term	25% short term
	Retail Sales and Services	1 per 3000 sq. ft. of floor area	25% long term	75% short term
Employment	Office Employment	1 per 3000 sq. ft. of floor area	75% long term	25% short term
	Light Manufacturing	1 per 10,000 sq. ft. of floor area	75% long term	25% short term
	Light Manufacturing Storage	1 per 10,000 sq. ft. of floor area	75% long term	25% short term
	Warehousing	1 per 40,000 sq. ft. of floor area	75% long term	25% short term
Recreation	Park Blocks or Riverfront Linear Park Recreational Facilities	8 per each park block and 4 per each mile of riverfront linear park	100% short term	
Residential	Senior and Congregate Care	1 per 4 rooms	75% long term	25% short term
	Dormitories	1 per every 3 beds	75% long term	25% short term
	High-Density Residential Housing	1 per 2 dwelling units	75% long term	25% short term
Vehicle Related Uses	Structured Parking Public or Private	5% of the number of vehicle spaces provided or 105% of the demand	75% long term	25% short term

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- 14.** Bicycle Parking Design, Location and Security.
- a.** Required bicycle parking spaces and facilities must be constructed and installed in accordance with Sections 4.6-145 and 4.6-150. Long term bicycle parking required in association with a commercial or employment use shall be provided in a well-lighted, secure location within a convenient distance of a main entrance and any secondary entrance. A secure location is defined as one in which the bicycle parking is a bicycle locker, a lockable bicycle enclosure, or provided within a lockable room.
 - b.** Long term bicycle parking provided in outdoor locations shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.
 - c.** Long term bicycle parking required in association with high-density residential use shall be provided in a well-lighted, secure ground-level or underground location within a convenient distance of an entrance to the residential unit. A secure location is defined as one in which the bicycle parking is provided outside the residential unit within a protected garage, a lockable room, a lockable bicycle enclosure, or a bicycle locker.
 - d.** Short term bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be attached to the rack by the bicyclist's own locking device. Innovative bicycle racks that incorporate street art shall be encouraged. Short term bicycle parking shall be provided within a convenient distance of and clearly visible from, the main entrance and/or any secondary entrance to the building, but it shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

3.4-320 Schedule of Use Categories. The table header "CATEGORIES/USES" is retitled "Use Categories/Uses." Use Category "Transportation Facilities" is amended to read as follows:

Use Categories/Uses	BKMU District
<i>Transportation Facilities (Section 4.7-240):</i>	
Transit Stations	D
Docks and marinas	D
Heliports	S
Helistops	S
Linear Park	P
Train Stations	S

Chapter 4 – Development Standards

4.1-105 Purpose is amended to read as follows:

These regulations provide standards for the location, alignment, design and construction of the following public and private infrastructure: transportation and facilities, including streets, sidewalks, multi-use paths, and bikeways (Section 4.2-100); and utilities, including sanitary sewer, stormwater management, electricity, water service and wireless telecommunications systems facilities (Section 4.3-100).

4.1-110 Applicable Documents is amended to read as follows:

- A. Planning references for public and private improvements. This Section ensures that public and private improvements within the city limits and the City's urbanizable area are installed to implement plan policies by providing logical and efficient connected systems serving all lots, parcels, buildings or structures as specified in applicable comprehensive plan policies, including the Transportation System Plan and other functional plans, applicable Refinement Plans, Plan Districts, City-adopted Master Plans, the Willamalane Park and Recreation Comprehensive Plan, this Code, and any other applicable regulations.
- B. Construction and design references for public improvements under City jurisdiction. Specifications for the design, construction, reconstruction or repair of streets, alleys, sidewalks, multi-use paths, bikeways, bus turnouts, accessways, curbs, gutters, street lights, traffic signals, street signs, sanitary sewers, stormwater management systems, street trees and planter strips within the public right-of-way, medians, roundabouts and other public improvements within the city limits and the City's urbanizable area are as specified in this Code, the Springfield Municipal Code, the *Stormwater Management Plan*, the City's *Engineering Design Standards and Procedures Manual*, and the Public Works Standard Construction Specifications. The Director retains the right to modify the cited references on a case-by-case basis without the need of a Variance when existing conditions make their strict application impractical.
- C. Construction and design references for other public agency improvements. Each public agency, including but not limited to, the provider of water, electricity, parks and public transit service that have specific construction standards shall submit correspondence during the Development Review process that addresses their construction requirements.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- D. Construction design references for private improvements.
1. Specifications for private street improvements within the city limits and the City's urbanizable area shall be approved by the Director as specified in Section 4.2-110 and the City's *Engineering Design Standards and Procedures Manual* and any other applicable regulations.
 2. Other private improvements within the city limits and the City's urbanizable area are as specified in this Code and/or approved by the Building Official.
- E. Americans with Disabilities Act. All applicable public and private improvements shall meet current applicable standards of the Americans with Disabilities Act.

4.2-105 Public Streets is amended to read as follows:

- A. General Provisions.
1. All public streets and alleys must be improved as specified in this Code and must be dedicated through the approval of a subdivision plat or by acceptance of a deed approved by the City.
 2. Functional Classification of Streets. The City's street system consists of streets that are classified as Major and Minor Arterial streets, Major and Minor Collector streets, Local streets and Alleys, consistent with the Springfield Transportation System Plan (Figure 2) and the *Federally Designated Roadway Functional Classification* map, contained in the Regional Transportation Plan. Local Streets include all streets not classified as Arterial or Collector streets.
 3. New connections to arterials and state highways must be consistent with any designated access management category.
- B. An applicant may be required to prepare a Traffic Impact Study (TIS) to identify potential traffic impacts from proposed development and needed mitigation measures. A TIS is required if any of the following criteria are met:
1. Peak Hour Threshold. If a change in land use or intensification of an existing use generates 100 or more trips during any peak hour as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers *Trip Generation Manual*, a TIS shall be performed by a registered professional engineer.
 2. Average Daily Traffic Threshold. If a change in land use or intensification of an existing use generates 1,000 or more trips per day as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers *Trip Generation Manual*, a TIS shall be performed by a registered professional engineer.
 3. Variance and Known Issues Threshold. The Director may determine that a TIS is necessary to support a request for a Variance from the transportation provisions of this code or where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

4. The nature and extent of the TIS scope shall be determined by the Director based upon a trip distribution and assignment prepared by the Applicant. At a minimum, locations impacted by more than 20 trips during the identified peak hour shall be included in the trip distribution and assignment.
 5. The Director may modify TIS requirements consistent with applicable local and regional transportation system plans and the intent of this Code when existing conditions make their strict application impractical or inconsistent with accepted site planning or transportation planning principles.
- C. Minimum street curb-to-curb widths and minimum street right-of-way widths are as specified in Table 4.2-1, unless otherwise indicated in the Springfield Transportation System Plan, an applicable Refinement Plan, Plan District, Master Plan, Conceptual Development Plan, or the adopted bicycle and pedestrian plan; where necessary to achieve right-of-way and street alignment; or as needed to meet site-specific engineering standards, including but not limited to requirements for multi-way boulevard and/or modern roundabout designs. Example street layouts meeting minimum street standards are provided in Figures 4.2-B through 4.2-V for illustrative purposes only. These Figures are intended to demonstrate potential street configurations that meet the requirements.

Table 4.2-1
Minimum Street Right-of-Way and Curb-to-Curb Standards

Fig. No.	Street Classification	Right-of-Way (1)	Curb-to-Curb Width (1)	Travel Lanes	Travel Lanes Width	Turn Lane Width (2)	Bikeways (3)	Planting Strip and Curb (4)	Sidewalk
4.2 B-D	Major Arterial (5)	100'/92'/84'	76'/69'/60'	4	12'	14' where required	6' both sides	5'	7' both sides
4.2 E-G	Minor Arterial (5)	76'/68'/60'	52'/44'/36'	2	12'	14' where required	6' both sides	5'	7' both sides
4.2 H-J	Major Collector	72'/64'/56'	52'/44'/36'	2	12'	14' where required	6' both sides	5'	5' both sides
4.2 K-M	Minor Collector – Non-Residential Zoning Districts (6)	70'/62'/54'	50'/42'/34'	2	11'	13' where required	6' both sides	5'	5' both sides
4.2 N-P	Minor Collector – Residential Zoning Districts (6)	58'/50'/42'	38'/30'/22'	2	11'	13' where required	N/A	5'	5' both sides
4.2 Q-S	Local Street <15 percent slope (7)	57'/49'/41'	36'/28'/20'	2	10'	N/A	Not required	5'	5' both sides
4.2 T-V	Local Street ≥15 percent slope (7)	48'/40'/32'	36'/28'/20'	2	10'	N/A	Not required	6" curbs only	5' both sides

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

	Cul-de-sac Bulb	83' diameter	70' diameter	N/A	N/A	N/A	N/A	5' around bulb	5' around bulb
	Alley	20'	No curbs, 18' paving width	N/A	N/A		N/A	Not required	Not required

(1) Minimum right-of-way widths and curb-to-curb widths are listed in this order: Streets with parking on both sides of street/Streets with parking on one side of street/Streets with no on-street parking. Where indicated, parking width is 8' per side of street. Minimum right-of-way widths and curb-to-curb widths listed above do not include additional right-of-way width and curb-to-curb width required to accommodate a center turn lane or center median.

(2) When a center turn lane or center median is required to address a significant volume of left-turn traffic or other safety or site-specific engineering concerns, additional right-of-way width and curb-to-curb width is required to accommodate the turn lane and/or center median. Width of the turn lane will be not less than the standard provided in Table 4.2-1 above.

(3) Bike lanes on one-way streets must be on the right side of the street, except in the case where a left-side bike lane would cause fewer conflicts, and people riding bicycles can return to the right safely.

(4) The planting strip and curb includes 4.5' planting strip and 6" curb on both sides of the street, unless otherwise indicated in Table 4.2-1.

(5) Arterial streets that are Oregon Department of Transportation (ODOT) facilities are not subject to the standards in Table 4.2-1, but must meet ODOT design standards.

(6) Residential zoning districts are those listed in Section 3.2-205. All other zoning districts are non-residential for the purposes of Table 4.2-1. Where opposite sides of the street are zoned with residential and non-residential uses, the non-residential standards apply.

(7) Slope is the average slope of the development area per the calculation in SDC 3.3-520.A. Minimum right-of-way width for local streets includes 6" behind the sidewalk for property pins.

D. Street Network Standards – General Criteria.

1. Collector and Arterial Streets. Subject to the standards of this code, the location of collectors streets and arterials streets must comply with the Transportation System Plan, including the Conceptual Street Map.
2. Local Streets. The local street network, which includes pedestrian accessways and multiuse paths, must meet the following standards:
 - a. The local street network must efficiently and safely accommodate all modes of travel including pedestrians, bicyclists, and emergency service vehicles.
 - b. The local street network must not create excessive travel lengths, particularly for pedestrians and cyclists.
 - c. Streets must be interconnected to provide for the efficient provision of public and private utilities.
 - d. Streets must provide connections to and from Neighborhood Activity Centers and other areas that attract high levels of pedestrian and bicycle traffic, or alternative bicycle or pedestrian facilities must provide connections where street connections are not practical.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- e. The alignment of local streets must minimize impacts to waterways and wetlands, and must follow slope contours where possible.
- f. The alignment of local streets must enhance the efficiency of the regional collector and arterial street system by balancing traffic volumes on local streets to promote optimum dispersal.
- g. The local street network must provide logical and efficient extensions of the public street system to adjoining properties.

3. Dead-End Streets.

- a. Dead-end streets must terminate in a cul-de-sac bulb, "hammerhead," or other design that provides adequate vehicular turn-around areas, Public Works access, and pedestrian and bicycle connections as approved by the Director and the Fire Marshal. When development generates additional vehicular trips on an existing dead-end street without a turnaround area, the development must include a turnaround area on the dead-end street that meets the requirements of this subsection.
- b. A dead-end street, excluding the bulb or other approved vehicular turn-around area, must have a minimum length of 65 feet and must have a maximum length of 400 feet as measured from the nearest curb line of the intersecting street. The right-of-way and paving requirements for cul-de-sac bulbs and other approved vehicular turn-around areas are as specified in Table 4.2-1 of this Code, the Oregon Fire Code, the Development & Public Works *Standard Construction Specifications* and the City's *Engineering Design Standards and Procedures Manual*.

EXCEPTION: Where streets that are planned to be through streets are partially constructed during phased development, temporary dead-end streets with temporary vehicular turn-around that meet the requirements for a dead-end fire apparatus access road will be permitted with a maximum length of 600 feet as measured from the nearest curb line of the intersecting street.

4. Block Length and Block Perimeter.

- a. Block perimeter for all street classifications must not exceed the following maximums, except as provided or exempted elsewhere in this Code or in an applicable Refinement Plan or Plan District:
 - i. 1,400 feet in Mixed-Use Districts consistent with standards in Section 3.2-625E;
 - ii. 2,600 feet in industrial zoning districts;
 - iii. 2,400 feet for multi-unit development subject to Section 3.2-240A; and
 - iv. 1,600 feet in other zoning districts.
- b. Block length must not exceed:
 - i. 600 feet for local street not in industrial zones or that do not serve industrial non-conforming or the maximum block length established in an applicable Refinement Plan or Plan District, whichever is less;

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- ii. 800 feet for multi-unit development subject to Section 3.2-240A or the maximum block length established in an applicable Refinement Plan or Plan District; whichever is less;
 - iii. 1,000 feet for local streets in industrial zones or that serve industrial non-conforming uses or the maximum block length established in an applicable adopted Refinement Plan or Plan District, whichever is less.
 - c. **EXCEPTION:** The Director may authorize a block length or block perimeter that exceeds the applicable maximum specified in this Section. In authorizing a block length or block perimeter that exceeds the above maximum lengths, the Director may establish requirements for interim street connectivity and/or pedestrian accessways consistent with standards in Section 4.2-160. Where the extension of a public street would create a block length or block perimeter that exceeds the applicable maximum, the block length and block perimeter must be as close as possible to the applicable maximum. The Director will authorize an exception only if the applicant/developer demonstrates that the existence of any of the following conditions justifies the exception:
 - i. Physical conditions that cannot be mitigated necessitate a block length or block perimeter that is longer than the applicable maximum. These conditions may include topography or the existence of physical features, including, but not limited to: wetlands, ponds, streams, channels, rivers, lakes, steep grades, or a resource under protection by State or Federal law; or
 - ii. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels that physically necessitate a block length or block perimeter that is longer than the applicable maximum, considering the potential for redevelopment; or
 - iii. Industrial development areas greater than 25 acres pursuant to an adopted Master Plan.
- E. **Street Network Standards – Needed Housing.** The development of needed housing, as defined in ORS 197.303, must meet the following street network standards, unless the applicant elects review under the general criteria in Section 4.2-105D.
- 1. **Collector and Arterial Streets.** Subject to the standards of this Code, the location of collector and arterial streets must comply with the Transportation System Plan, including the Conceptual Street Map.
 - 2. **Local Streets.** The local street network must meet the following standards:
 - a. New local streets, pedestrian accessways, and multiuse paths within a development area must connect to all existing or planned local streets, accessways, and multiuse paths, respectively, including truncated or “stub” streets, accessways, or multiuse paths that abut the development area. For the purposes of this Section, a planned street, accessway, or multiuse path means unimproved dedicated right-of-way; a street or multiuse path adopted in the Transportation System Plan; or a street, accessway, or multiuse path shown in an approved Master Plan, Site Plan, Conceptual Development Plan, or Subdivision Plan.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- b. Where there is an existing or planned local street or multiuse path within $\frac{1}{4}$ mile of the outer boundary of the development area, a new local street or multiuse path must extend to the outer boundary lines of the development area in alignment with the centerline of existing or planned street or multiuse path. The new street or multiuse path and existing or planned street or multiuse path are in alignment if the angle between the projection of the centerlines of both streets is not less than 170 degrees or more than 190 degrees.
 - c. Local streets spaced no greater than 600 feet apart from centerline to centerline must extend to all undeveloped or underdeveloped land that is adjacent to the development area, zoned or designated for residential or mixed use, and 5 contiguous gross acres or larger. For the purposes of this Section, "underdeveloped" means lots and parcels that are developed at less than half the minimum residential density required in the underlying zoning district.
 - d. The number of new local street intersections with major collector or arterial streets that provide ingress or egress to the development area must be the smallest number necessary to ensure that not more than 100 dwelling units are attributed to any one intersection with a major collector or arterial street, including via existing local streets that intersect major collector or arterial streets outside the development area. A dwelling unit is attributed to the intersection of a local street and major collector or arterial street that has the smallest travel distance from the centerline of the street at the midpoint of the dwelling unit's frontage to the centerline of the street at the boundary line of the development area.
 - e. **EXCEPTION:** Street, accessway, and multiuse path connections to adjacent property under Sections 4.2-105E.2.a through 4.2-105E.2.d above are not required where the following barriers physically prevent their construction: railroad right-of-way, limited access highway or freeway right-of-way, existing development, streets that would be unable to meet the slope standards specified in Section 3.3-525, natural resource protection areas listed in Section 4.3-117B, or Historic Landmark Sites or Structures established on the Historic Landmark Inventory according to Section 3.3-920 of this Code.
 - f. Developments must provide fire apparatus access roads as required by and in compliance with the Oregon Fire Code.
- 3. Cul-de-sacs and Dead-End Streets. New and existing dead-end streets and cul-de-sacs must meet the standards for dead-end fire apparatus access roads in the Oregon Fire Code and the following standards:
 - a. Cul-de-sacs and dead-end streets that are not planned to be through streets are permitted only when physical barriers prevent the construction of through streets or stubbed streets that meet the local street network standards in Section 4.2-105E.2, or the block length and block perimeter standards in Section 4.2-105E.6. Physical barriers are railroad right-of-way, limited access highway or freeway rights-of-way, existing development, streets that would be unable to meet the slope standards specified in

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Section 3.3-525, natural resource protection areas listed in Section 4.3-117B, or Historic Landmark Sites or Structures established on the Historic Landmark Inventory according to Section 3.3-920 of this Code.

- b. All cul-de-sacs and dead-end streets, including stubbed streets required under Sections 4.2-105E.2.a through 4.2-105E.2.c above, must meet the length standards in Section 4.2-105D.3.b.
- c. A cul-de-sac or dead-end street that is not a stubbed street must include one or more pedestrian accessways or multiuse path connections from the cul-de-sac or dead-end street to an existing or planned street, accessway, or multiuse path when the cul-de-sac or dead end street is within $\frac{1}{4}$ mile of a Neighborhood Activity Center, as measured in a straight line from the nearest outer boundary of the Neighborhood Activity Center to the centerline of the dead-end street at its terminus or the center point of the cul-de-sac. The accessway or multiuse path must be located in a manner that would shorten the walking and biking distance from the cul-de-sac or dead-end street to the Neighborhood Activity Center as compared to the shortest walking or biking distance without the connection.

EXCEPTIONS: An accessway or multiuse path is not required where physical barriers listed under Section 4.2-105E.3.a above prevent construction of any accessway or multiuse path under this section, or when no accessway or multiuse path would decrease the walking or biking distance from the cul-de-sac or dead-end street to the Neighborhood Activity Center.

- 4. Block Length and Block Perimeter.
 - a. Block perimeter for all local and minor collector streets must not exceed the following maximums:
 - i. 1,400 feet in Mixed-Use Districts, consistent with standards in Section 3.2-625E,
 - ii. 2,400 feet for multi-unit development subject to Section 3.2-240A; and
 - iii. 1,600 feet for all other development and in all other zoning districts.
 - b. Block length for local streets must not exceed:
 - i. 800 feet for multi-unit development in residential zoning districts; and
 - ii. 600 feet for all residential development other than multi-unit development in all zoning districts.
- 5. Maximum Street Grades. Street grades must not exceed 8% on major and minor arterial streets, 10% on major and minor collector streets, and 12% on local streets.
- 6. Intersections of Streets and Alleys.
 - a. Angles. Streets and alleys must intersect one another at an angle as close to a right angle (i.e. 90 degrees) as possible. Street intersections must have a minimum

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

intersection angle of 80 degrees. All legs of an intersection must meet the above standard for at least 100 feet from the point of intersection of the street centerlines. No more than two streets may intersect at any location (i.e. not creating more than a four-legged intersection) unless at a roundabout.

- b. Intersection Offsets. Intersections must be offset at least 100 feet on a local street, 200 feet on a minor collector street, and 400 feet on a major collector or arterial street, or the safe stopping sight distance as determined by the AASHTO publication "A Policy on Geometric Design of Highways and Streets," whichever is greater. Offset distance must be measured from the curb or edge of pavement or, where there is no curb, to the closest curb or edge of pavement of the next offset street.

F. Medians.

1. General. A raised median physically deters vehicles from crossing or entering a median area by way of a raised curb or concrete barrier. Raised medians help avoid crashes caused by crossover traffic, reduce headlight glare distraction, prevent traffic turning left from through lanes, provide refuge for pedestrians crossing the street, and remove turning traffic from through lanes, thereby maintaining efficient and safe traffic flow. Median design and installation must follow the standards in the Manual on Uniform Traffic Control Devices and AASHTO's "A Policy on Geometric Design of Highways and Streets."
2. Raised Median Width and Size.
 - a. In addition to the minimum street curb-to-curb and right-of-way standards specified in Section 4.2-105.C, extra right-of-way width for medians may be required to address known safety issues or fulfill safety and operational needs as specified in this Code or identified in an engineering study.
 - b. Elongated Median.
 - i. An elongated median intended to deter turning movements must be a minimum of four (4) feet wide and no less than 150 square feet in area. Where a raised median is required on a facility with an existing median area between opposing travel lanes, the new raised median must be the same width as the existing median area minus the distance from the edge line striping required in the Manual on Uniform Traffic Control Devices. In special circumstances where the necessary right-of-way cannot be provided or obtained, medians intended to deter turning movements may be as narrow as two (2) feet wide as approved by the Director.
 - ii. An elongated median intended as a pedestrian refuge must be a minimum of eight (8) feet wide, and no less than 150 square feet in area. In special circumstances where the necessary right-of-way cannot be provided or obtained, pedestrian refuge medians may be as narrow as six (6) feet wide as approved by the Director.
3. Length of a Raised Median.
 - a. Where medians are required to prohibit turns into a specific access, the median must fully cover the access location plus an additional twenty (20) feet on either end.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Modifications to median length given site specific needs may be approved by the Director.

- b. The length of raised medians not intended for pedestrian refuge is determined based on the storage length requirements of a turn lane as determined in a Traffic Impact Study (TIS), or based on safety and operational needs of the street first and access second.

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

1. Whenever an existing street of inadequate width is abutting or within a development area requiring Development Approval, dedication of additional right-of-way is required. Whenever street dedication results in right-of-way that does not connect with the City street system, a deed restriction shall be recorded with the Lane County Deeds and Records stating that the property shall not be built upon until a fully improved street is constructed to serve the property, and connect with the City street system.
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 shall be fully improved to City specifications in accordance with the following criteria:
 - a. When fully improved street right-of-way abuts the property line of the subject property, street improvements shall be constructed across the entire property frontage.
 - b. When there is a fully improved partial-width street opposite the frontage of the subject property, street improvements shall be constructed across the entire property frontage to provide a full-width street.
 - c. Where property has frontage on unpaved street right-of-way, or where unpaved street right-of-way extends to a side property boundary, the minimum level of street improvements necessary to provide for the safe and efficient movement of vehicles and pedestrians from/to the proposed development shall be constructed.
 - d. Where there is multifamily residential, commercial or industrial development at the intersection of a fully improved street and an unimproved street, if access is taken from the unimproved street, the unimproved street frontage shall be improved.

EXCEPTIONS:

- i. In all other cases of unimproved streets, an Improvement Agreement shall be required as a condition of Development Approval, postponing improvements until the time that a City street improvement project is initiated.
 - ii. In the case of siting accessory structures and other structures not occupied by humans, and changes of use which do not increase parking requirements shall not be considered development which increases traffic on the City street system; full street improvement or an Improvement Agreement shall 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

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

is required prior to occupancy or Final Plat approval when necessary to ensure compliance with a development agreement.

4. Partial-width streets shall be permitted only if both of the following approval criteria are met:
 - a. There is inadequate right-of-way to install a full-width street improvement without changing street alignments; and
 - b. The partial-width street is adequate to carry anticipated traffic loads until adjacent properties are developed and the street is fully improved.
5. If the developer bears the full cost of dedicating the necessary right-of-way for and/or constructing partial-width street improvements, the developer may retain a reserve strip subject to the following terms and conditions:
 - a. The retention of this strip does not constitute either an express or implied agreement by the City:
 - i. To require an abutting property owner to take access to the street across the reserve strip;
 - ii. To withhold approval of development and building on abutting property unless the abutting property owner takes access to the street across the reserve strip;
 - iii. That it will not or cannot prohibit access from abutting properties to the street across the reserve strip.
 - b. Abutting property owners may purchase access rights across the reserve strip by paying to the developer a prorated share of the developer's costs of the fully improved street. The developer shall submit actual development costs to the City within 6 months following street construction. The cost of purchasing access rights across the reserve strip shall include the actual construction cost per lineal foot, plus inflation, at a rate not to exceed 5 percent per year. It shall not be the City's responsibility to record legal documents.
- H. Where a development would result in the need to improve a railroad crossing, or an approach to a railroad crossing, the developer must bear the cost for the permitting and improvements. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.
- I. Traffic Control Devices.
 1. All traffic control signs, pavement markings, street name signs, and other traffic control devices must be in conformance with the U.S. Department of Transportation's Manual of Uniform Traffic Control Devices for Streets and Highways (including Oregon supplements), the City's *Engineering Design Standards and Procedures Manual*, and the Development & Public Works Standard Construction Specifications and this Code.
 2. Unless otherwise approved by the Director:
 - a. The developer is responsible for providing and installing all traffic control devices and street name signs as necessary to support the proposed development.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- b. Where a proposed street intersection will result in an immediate need for a traffic control device, the developer shall bear the cost for the improvements. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.
- J. Bus turn out lanes must be consistent with current standards in the City's *Engineering Design Standards and Procedures Manual*.
- K. Street names are assigned as specified in the Springfield Municipal Code.
- L. The Director may require a developer to install traffic calming measures, including, but not limited to, speed tables and mini-roundabouts, to address public safety considerations on roadways.
- M. Special Street Setbacks.
 - 1. A special street setback is established in the following circumstances:
 - a. A special street setback is established as provided in Table 4.2-1A wherever there is (i) partially-improved or unimproved street or alley right-of-way of inadequate width abutting a property, (ii) right-of-way that terminates at a property line, or (iii) right-of-way that terminates at a T-intersection with a local street abutting the property line.
 - b. A special street setback is established wherever future right-of-way is shown in the Springfield Transportation System Plan, a refinement plan, or on an adopted Master Plan, Site Plan, Conceptual Development Plan, Subdivision or Partition for the width of the street shown on said plan, or as provided in Table 4.2-1A if no width is specified.
 - 2. Buildings are not permitted within the special street setback specified in this section. Any portion of a building lawfully established within a special street setback prior to adoption of this ordinance is considered a non-conforming building subject to Section 5.8-100 of this Code.
 - 3. The special street setbacks provided in Table 4.2-1A are based on the functional classification of the street as shown in the Springfield Transportation System Plan, including the Conceptual Street Map. Where a street is not shown in the Springfield TSP, including the Conceptual Street Map, the special setback for local streets applies.
 - 4. The special setback provided in Table 4.2-1A is measured from the centerline of the existing or future street right-of-way as follows:
 - a. Where partially-improved or unimproved right-of-way of inadequate width abuts a property line, the setback is measured from the location where the centerline would be if the street was fully improved.
 - b. Where right-of-way terminates at the property line or at a T-intersection on only one side of a property, the centerline is the straight line continuation of the centerline of the abutting right-of-way until it reaches the property line on the opposing side.
 - c. Where right-of-way terminates at the property boundary on two sides, the centerline is the straight line between the points where the right-of-way centerlines intersect the property lines on each side.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

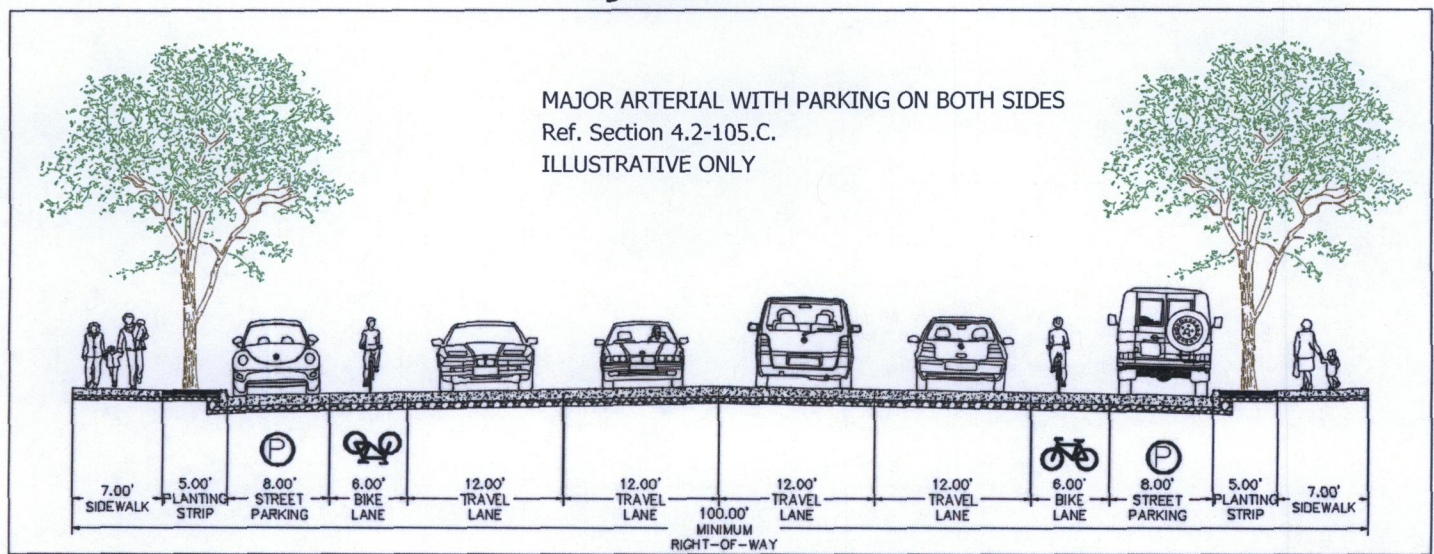
- d. Where right-of-way terminates at the property line on one side and at a T-intersection on the other side, the centerline is the straight line from the right-of-way centerline intersection with the property line to the intersection of the existing street centerlines at the T-intersection.
 - e. Where right-of-way terminates at T-intersections on two sides of a property, the centerline is the straight line between the intersections of the existing street centerlines at each T-intersection.
5. Other yard or building setbacks are in addition to the special setbacks required by this section. Those setback distances must be measured at right angles to the street centerline specified above.

Table 4.2-1A
Special Street Setbacks

Street Classification	Setback Distance from the Centerline (1)
Major Arterial	50'
Minor Arterial	38'
Major Collector	36'
Minor Collector	35'
Local Street, <15 percent slope	28.5'
Local Street, ≥15 percent slope	28'
Alley	10'

(1) Where fully improved right-of-way abuts the property line of the subject property, the setback distance is one-half of the width of the existing, fully improved right-of-way.

Figure 4.2-B



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-C

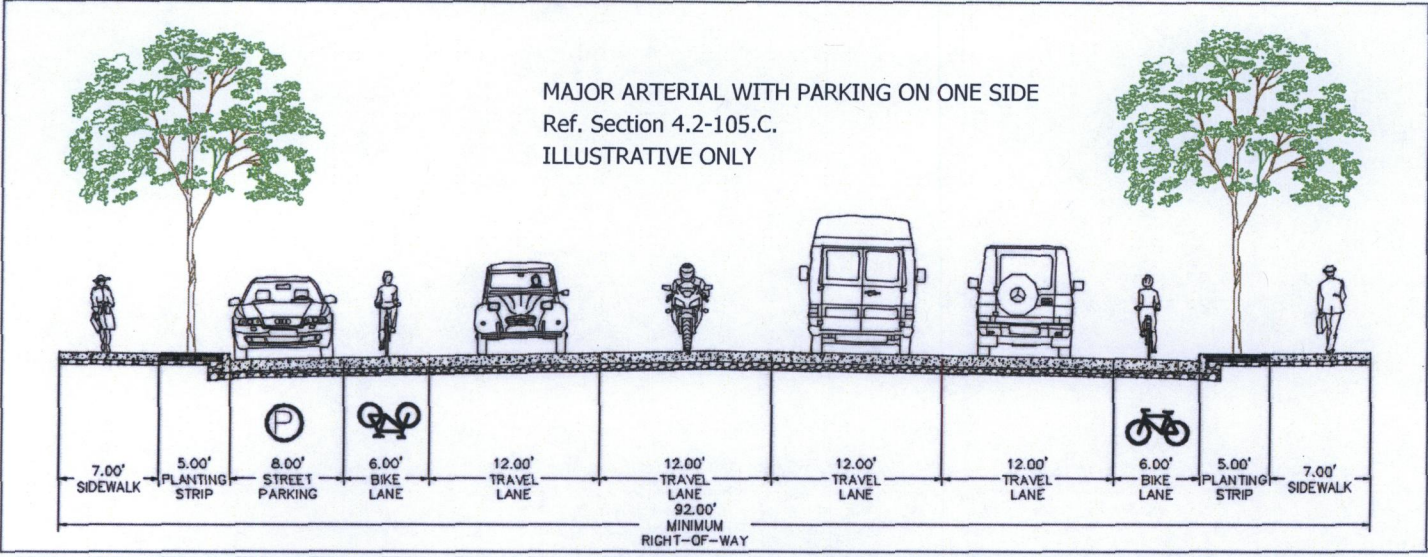
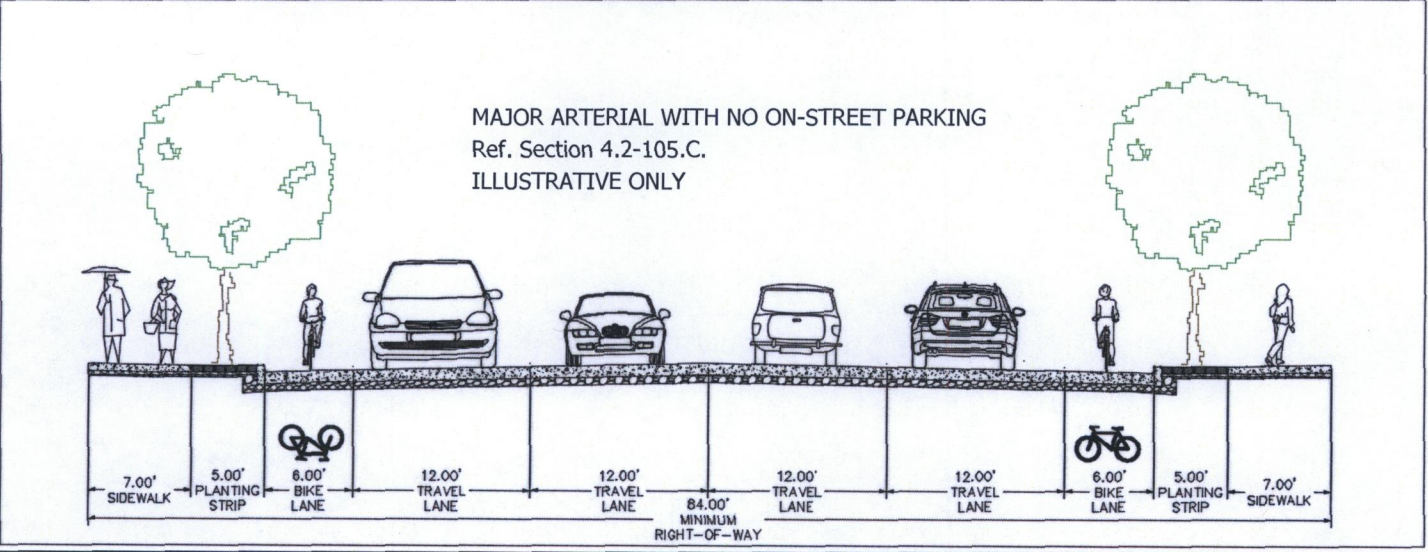


Figure 4.2-D



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-E

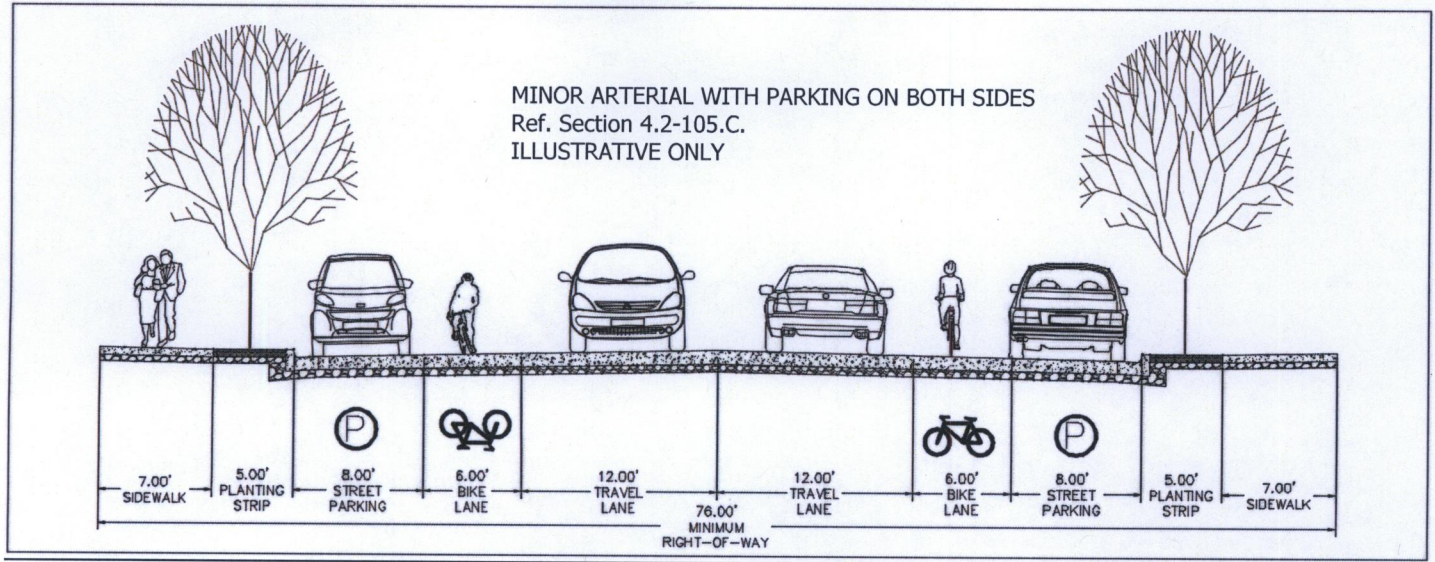
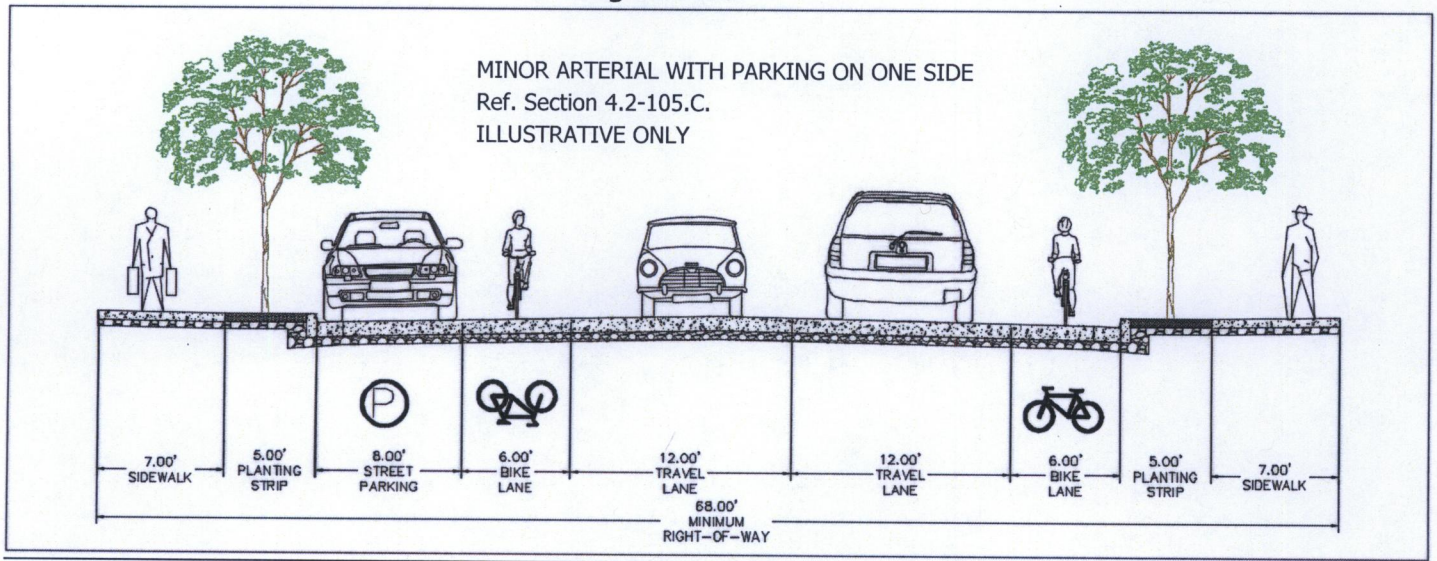


Figure 4.2-F



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-G

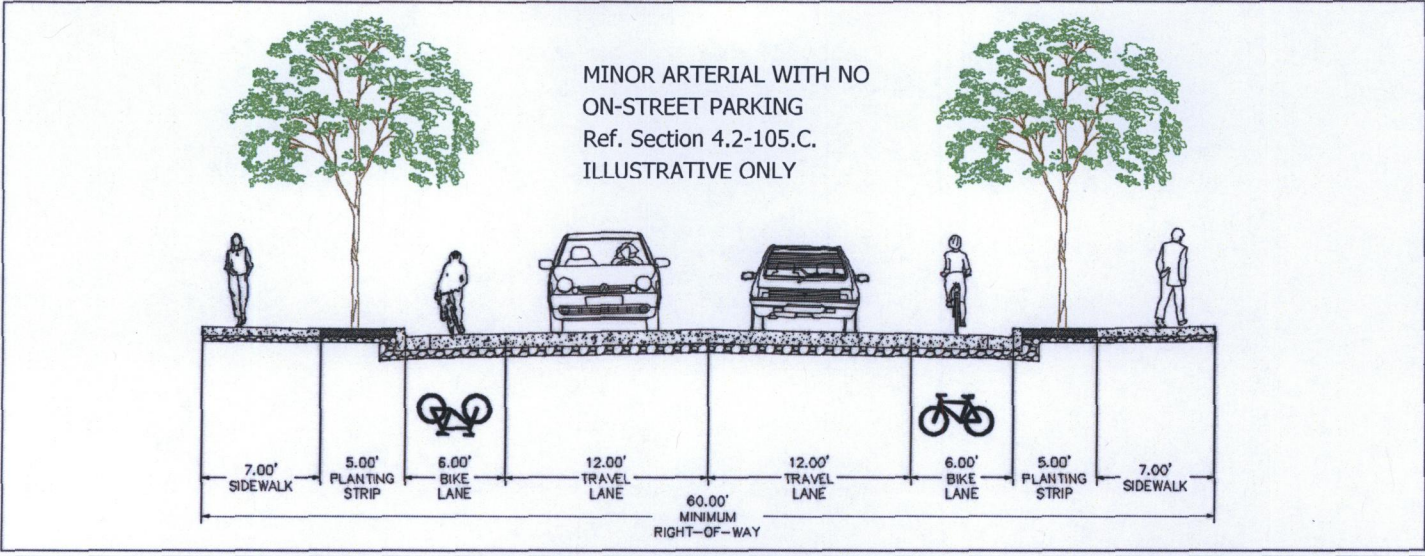
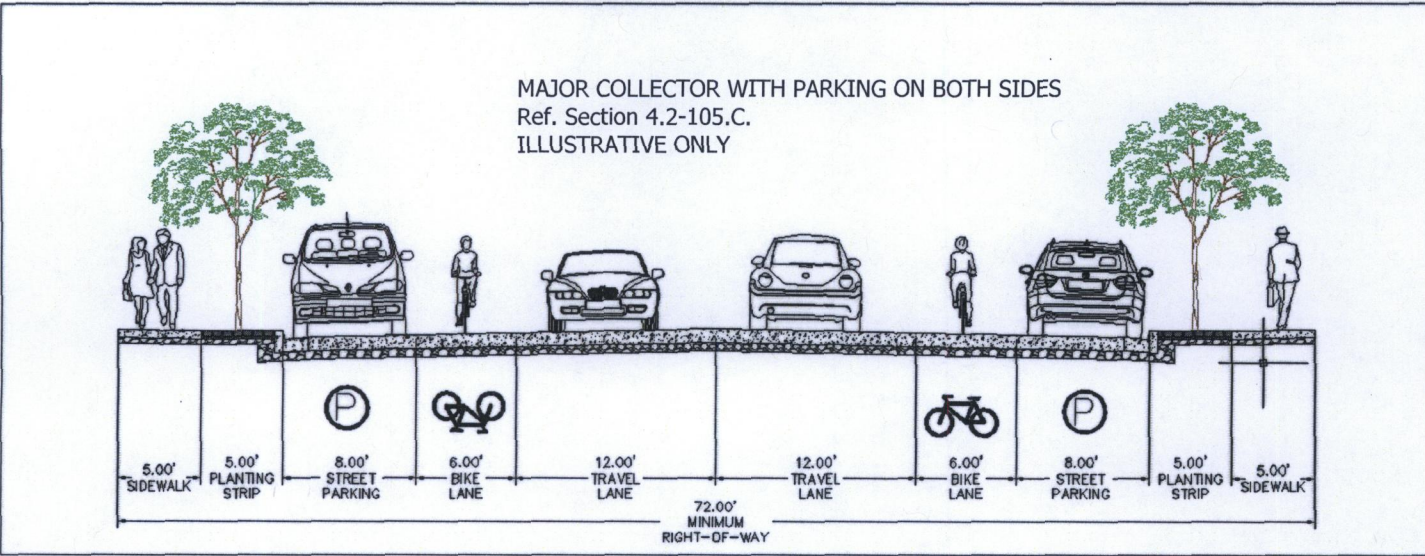


Figure 4.2-H



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-I

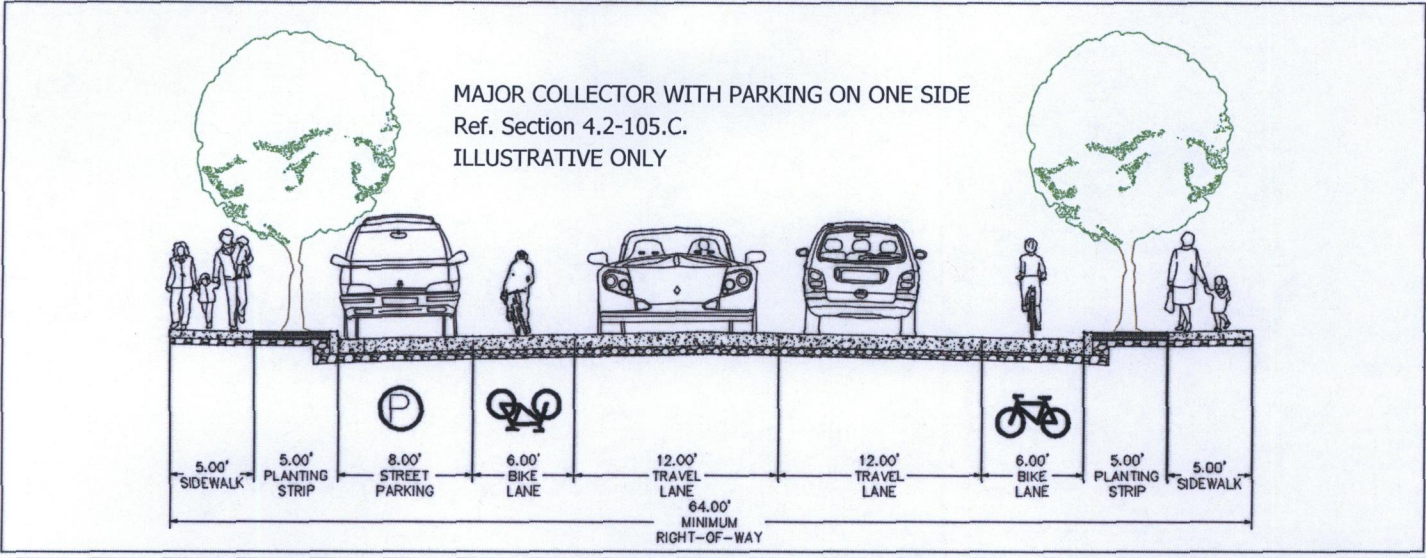
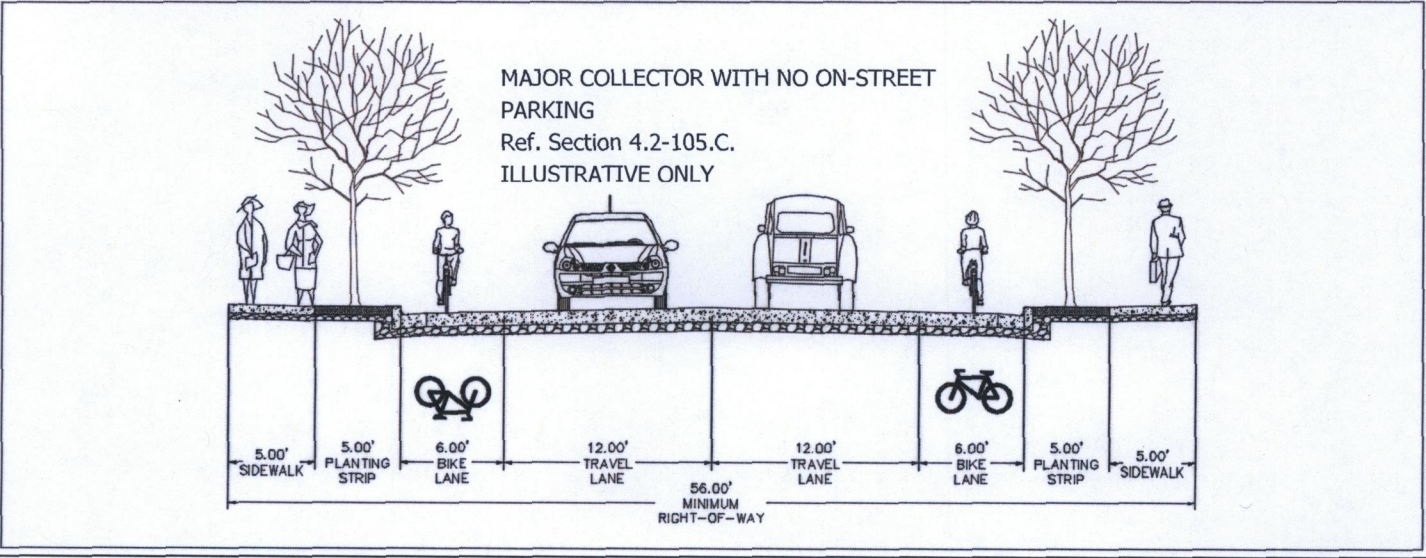


Figure 4.2-J



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-K

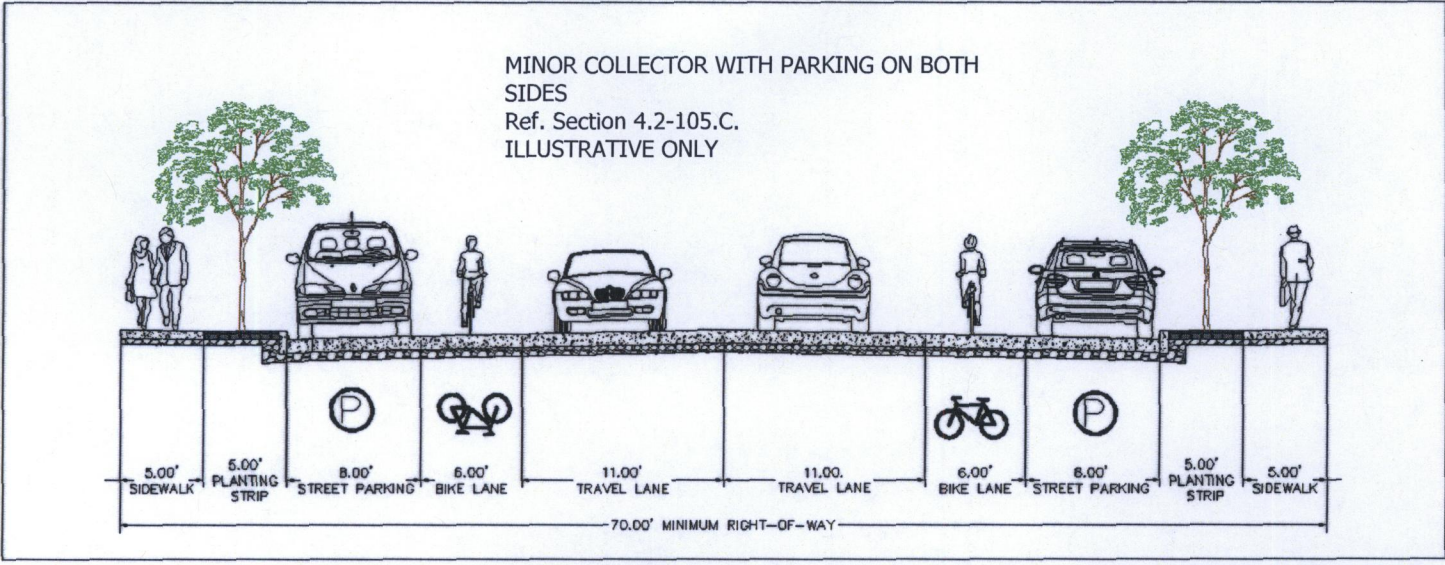
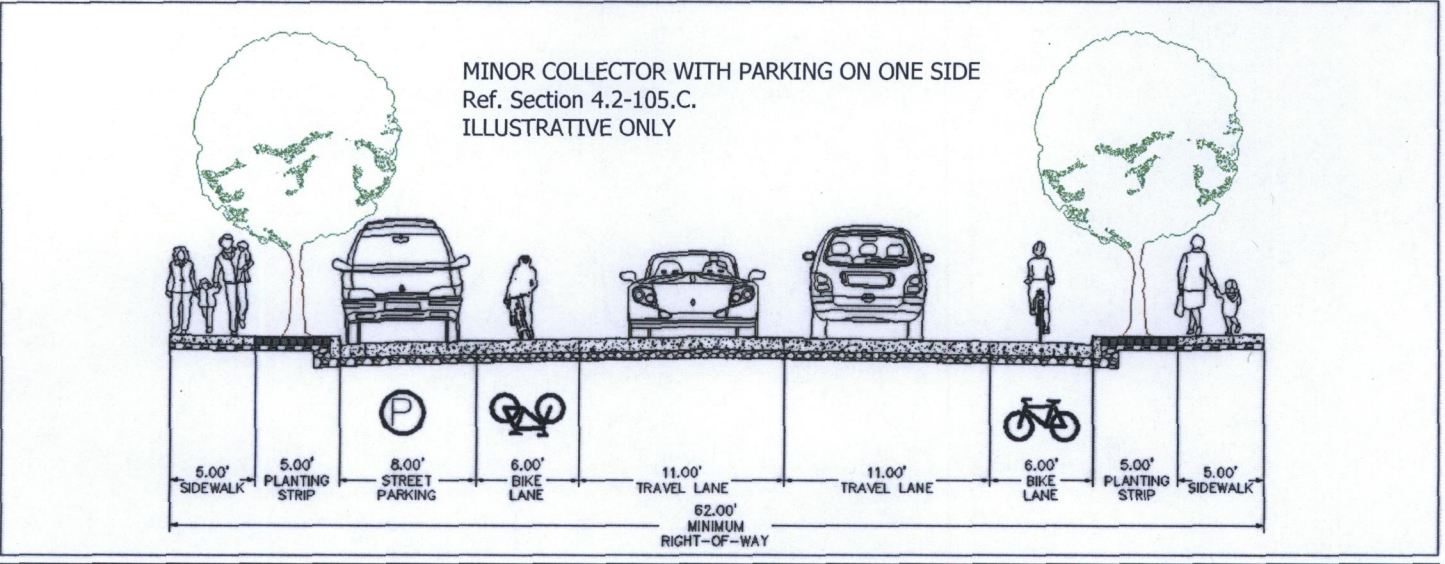


Figure 4.2-L



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-M

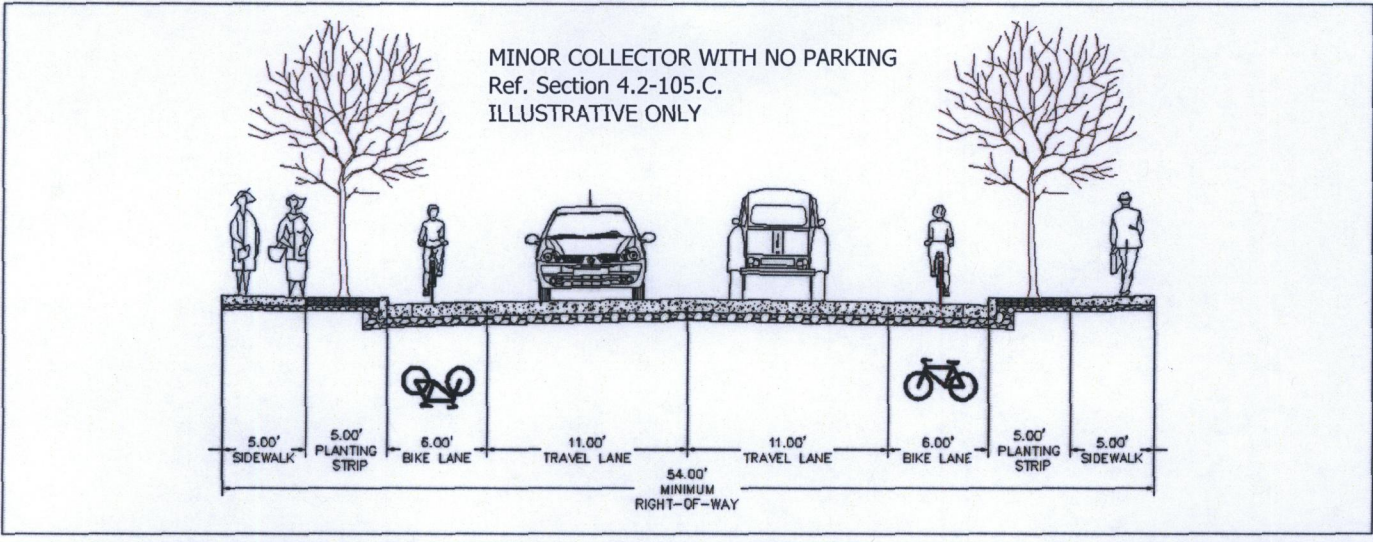


Figure 4.2-N

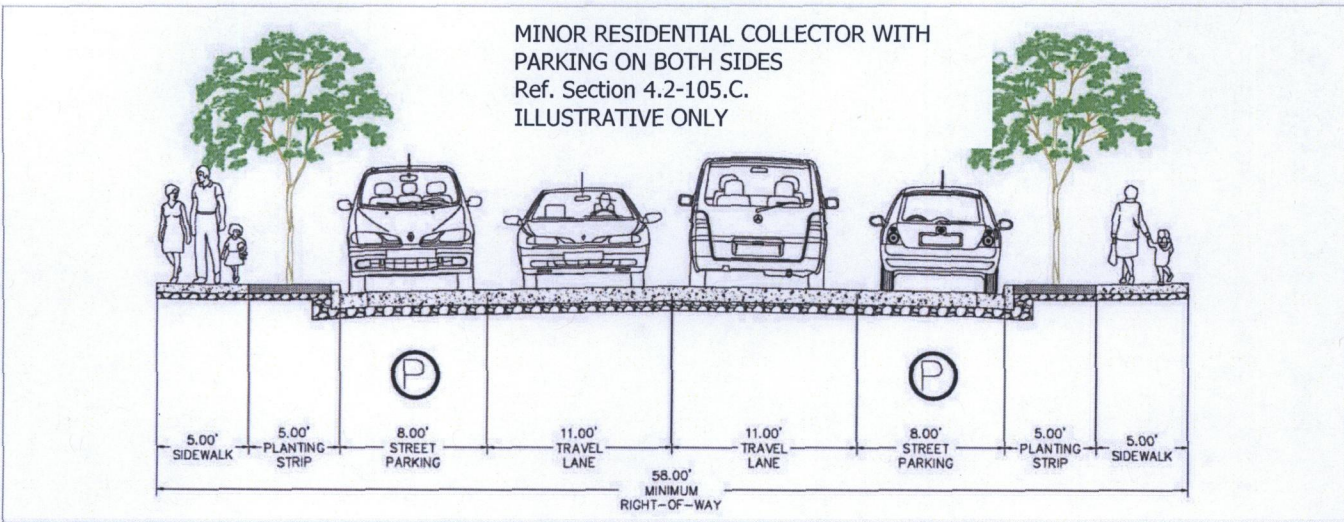


Figure 4.2-O

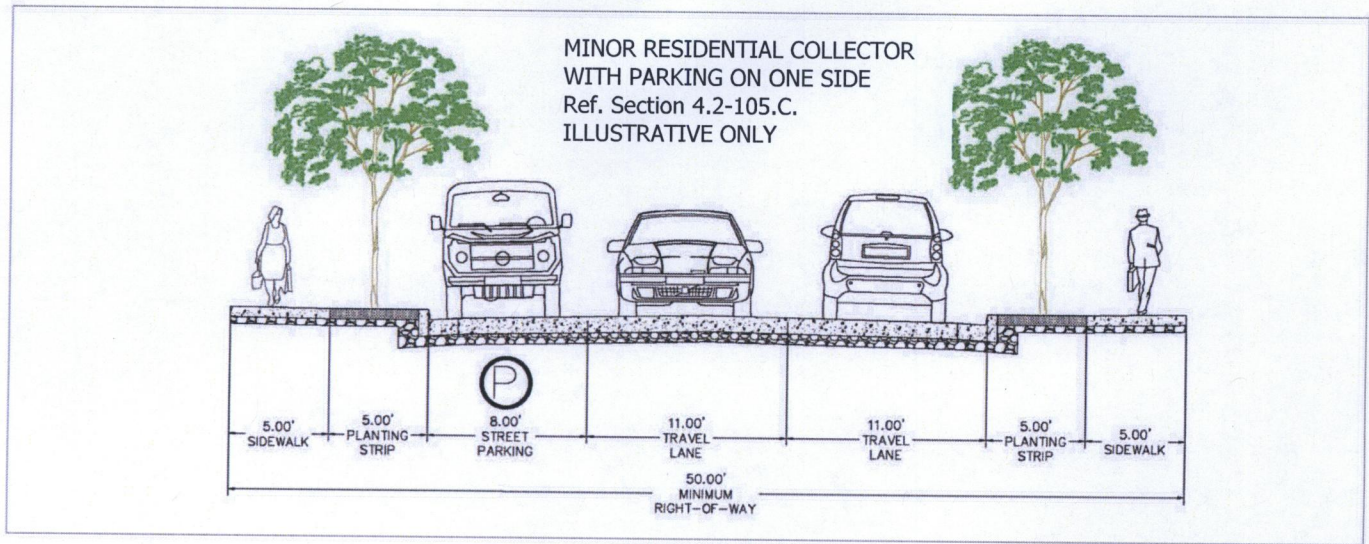
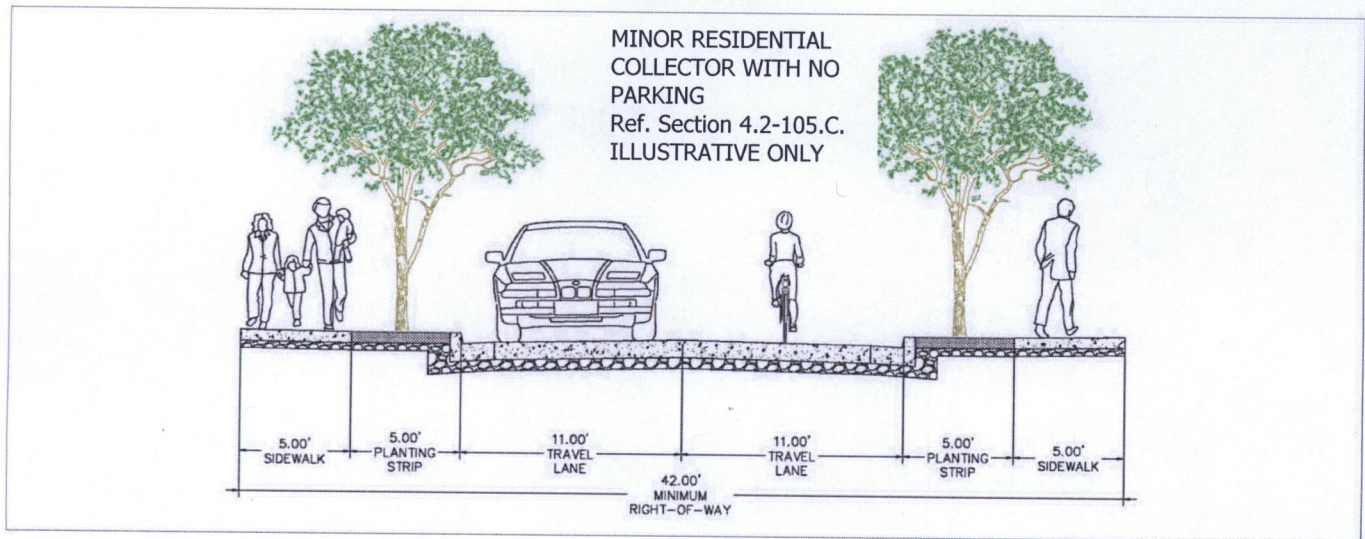


Figure 4.2-P



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-Q

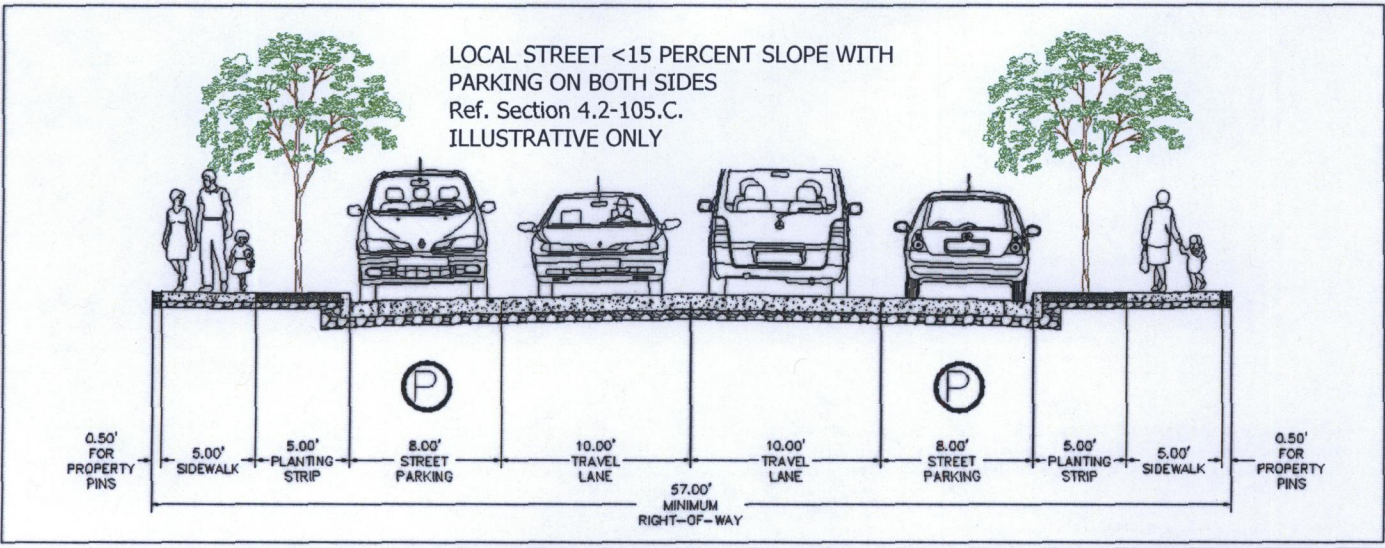
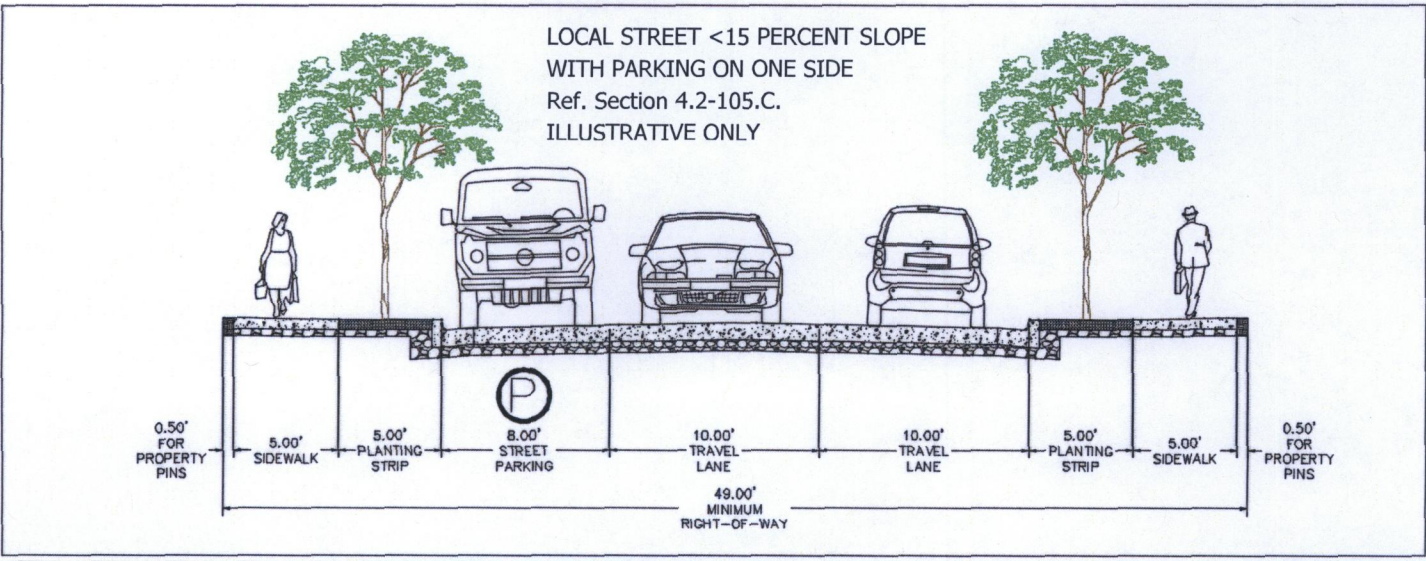


Figure 4.2-R



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-S

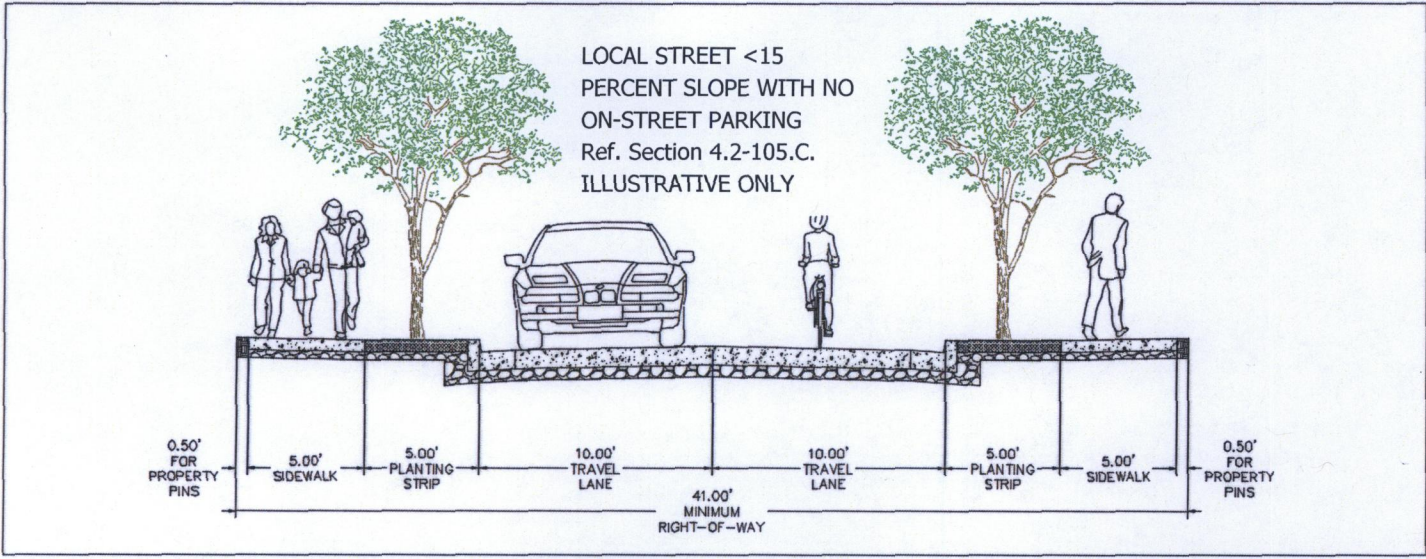
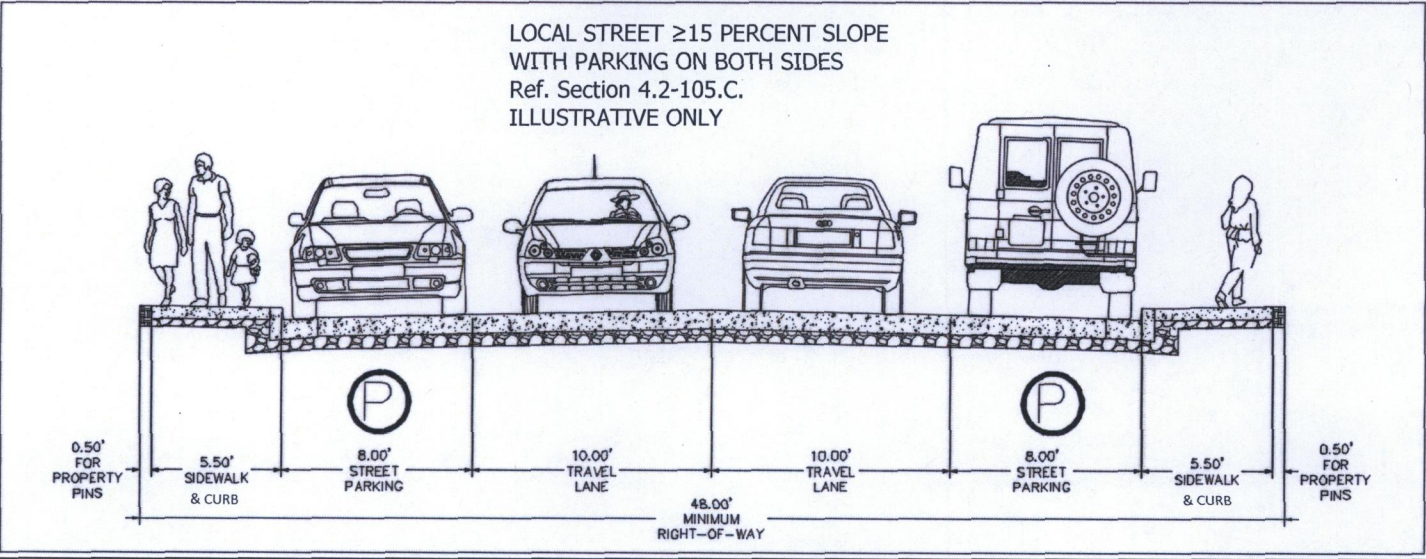


Figure 4.2-T



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-U

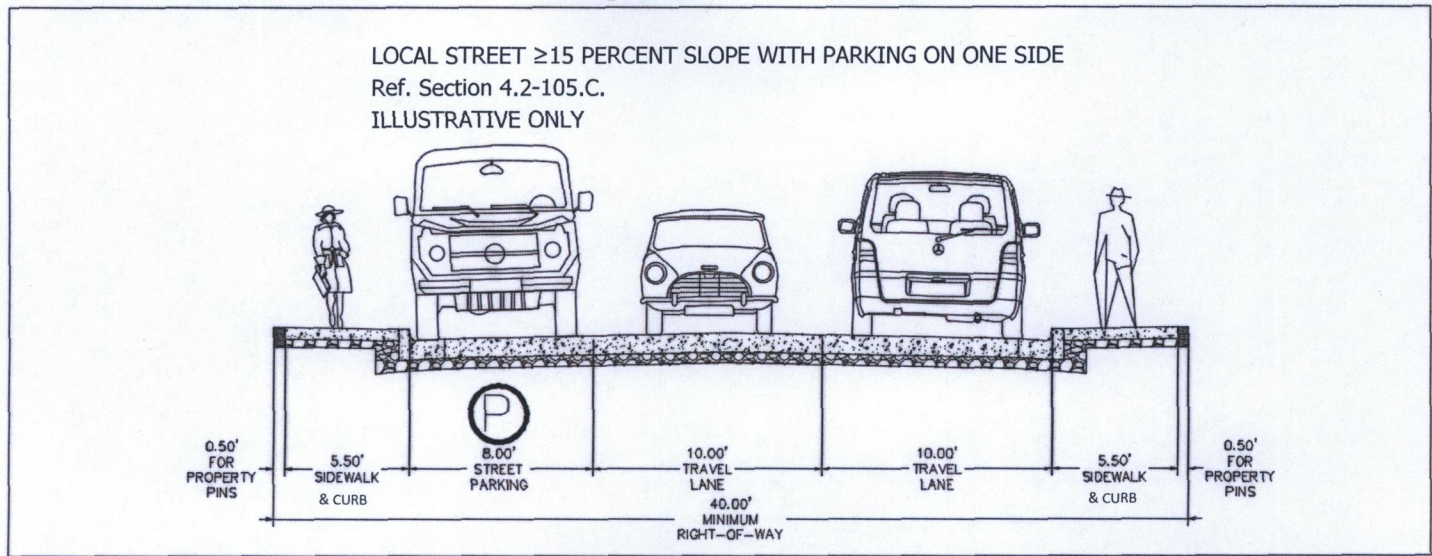
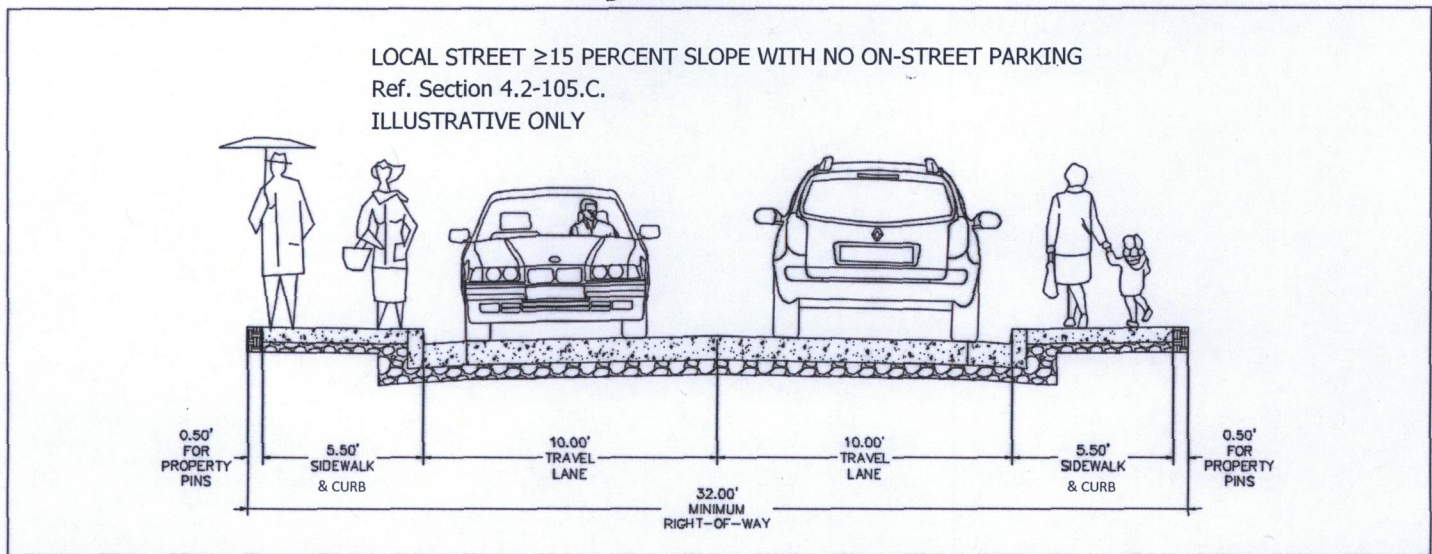


Figure 4.2-V

**4.2-110 Private Streets** is amended to read as follows:

- A. Private streets are permitted within the development area of Mobile Home/Manufactured Dwelling Parks, Multi-Unit Development, and singularly owned commercial and industrial developments.
- B. Private street improvements must meet the driveway standards in Section 4.2-120C and must be constructed as specified in the City's *Engineering Design Standards and Procedures Manual* and in the *Development & Public Works Standard Construction Specifications*.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- C. The Approval Authority shall require a Homeowner's Agreement or other legal assurances acceptable to the City Attorney for the continued maintenance of private streets.

4.2-115 Block Length is deleted.

4.2-120 Site Access and Driveways is amended to read as follows:

- A. Site Access and Driveways – General.
1. All developed lots/parcels are entitled to one approved driveway access provided by either direct access to a:
 - a. Public street or alley along the frontage of the property; or
 - b. Private street that connects to the public street system. The private street shall be constructed as specified in Section 4.2-110 (private streets shall not be permitted in lieu of public streets shown on the Springfield Transportation System Plan, including the Conceptual Street Map); or
 - c. Public street by an irrevocable joint use/access easement serving the subject property that has been approved by the City Attorney, where:
 - i. A private driveway is required in lieu of a panhandle driveway, as specified in Section 3.2-220B.; or
 - ii. Combined access for 2 or more lots/parcels is required to reduce the number of driveways along a street, as determined by the Director.
 2. Driveway access to designated State Highways is subject to the provisions of this Section in addition to requirements of the Oregon Department of Transportation (ODOT). Where City and ODOT regulations conflict, the more restrictive regulations shall apply.
 3. As determined by the Director, sites with abutting parking areas within the same zoning district may be required to provide driveway connections or pedestrian connections internal to the sites and joint access agreements to provide efficient connectivity and preserve public street functions and capacity.
- B. Driveways must take access from lower classification streets when development sites abut more than one street and streets are of differing classification as identified in the Springfield Transportation System Plan.
- EXCEPTION:** Driveway access to or from a higher classification street may be permitted if no reasonable alternative street access exists or where heavy use of local streets is in-appropriate due to traffic impacts in residential areas.
1. Where a proposed development abuts an existing or proposed arterial or collector street, the development design and off-street improvements shall minimize the traffic conflicts.
 2. Additional improvements or design modifications necessary to resolve identified transportation conflicts may be required on a case by case basis.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- C. Driveways shall be designed to allow safe and efficient vehicular ingress and egress as specified in Tables 4.2-2 through 4.2-5 and the City's *Engineering Design Standards and Procedures Manual* and the Development & Public Works Standard Construction Specifications.

Table 4.2-2

Driveway Design Specifications				
	1-Way Driveway Width	2-Way Driveway Width	Transition Width	Driveway Throat Depth
Land Use	Min./Max.	Min./Max.	Min./Max.	
Single-family and Duplexes (3)(4)	12'/16'	12'/24' (1)	3'/3'	N.A.
Multifamily Residential		24'/35' (1)	5'/8'	18' (2)
Commercial/Public Land (4)(5)	12'/18'	24'/35' (1)	8'/N.A.	18' (2)
Industrial (6)	12'/18'	24'/35' (1)	8'/N.A.	18' (2)

- (1) Driveway widths and throat depths may be varied if no other reasonable alternative exists to accommodate on-site development needs and traffic safety is not impaired.
- (2) Measured from the face of curb to the first stall.
- (3) A driveway serving a single-family or duplex dwelling must be paved from the edge of existing street pavement to the property line and for a distance of at least 18 feet from the property line into the property when abutting a paved street; these driveways may be gravel surfaced for the remainder of their length. A residential driveway abutting an unimproved gravel street may have a gravel surface until the abutting street is paved. Permeable pavement is allowed on a residential driveway consistent with standards in the City's *Engineering Design Standards and Procedures Manual*.
- (4) Off-street vehicle parking is restricted to approved driveways and parking lots, and is not otherwise allowed between the street and primary building, consistent with Springfield Municipal Code 5.002(11).
- (5) Driveways for commercial uses must be paved for their entire length.
- (6) Driveways for industrial uses must be paved at least up to any employee or customer parking areas.

Table 4.2-3

Curb Return Driveway Design Specifications					
Land Use	Driveway Width(1)		Radius of Curb(2)		Driveway Throat Depth Minimum(3)
	Min.	Max.	Min.	Max.	
Single-family and Duplexes	N.A.	N.A.	N.A.	N.A.	N.A.
Multifamily Residential	24 feet	30 feet	10 feet	20 feet	60 feet
Commercial/ Public Land	24 feet	35 feet	15 feet	35 feet	60 feet
Industrial	24 feet	35 feet	15 feet	35 feet	60 feet

- (1) Wider driveways may be permitted to accommodate traffic demands and/or to improve traffic safety.
- (2) Greater curb radii may be permitted where high volumes of large trucks are anticipated.
- (3) Measured from the face of the curb to the first stall or aisle.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Table 4.2-4
Minimum Separations Between a Driveway and the Nearest
Intersection Curb Return on the Same Side of the Street.(1)

Land Use	Street Type		
	Arterial	Collector	Local
Single-family Residential and Duplexes	200 feet	50 feet	30 feet
Multifamily Residential	200 feet	100 feet	75 feet
Commercial/ Public Land	200 feet	100 feet	75 feet
Industrial	200 feet	200 feet	150 feet

- (1) Each category of street is considered separately. Distances may be reduced in the following circumstances:
- (a) Access is from a one-way street.
 - (b) The driveway is marked for "right-in-right-out only."
 - (c) The driveway is marked "exit only" and is designed to prevent left turns.
 - (d) In cases where an existing lot/parcel and/or use make compliance with these specifications unreasonable, a new driveway or an existing driveway required to be relocated by this Code shall be placed at the furthest point from the intersection curb return, considering both safety and internal circulation requirements of the development.

4.2-130 Vision Clearance is retitled **Vision Clearance Area** and is amended to read as follows:

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

EXCEPTION: Items associated with utilities or publicly-owned structures – for example, poles, and signs, and existing street trees – may be permitted.
- C. The Vision Clearance Area must be in the shape of a triangle. Two sides of the triangle must be property lines or a property line and edge of driveway for a distance specified in this Subsection. Where the property lines or driveway edge have rounded corners, they are measured by extending them in a straight line to a point of intersection. The third side of the triangle is a line across the corner of the lot or parcel joining the non-intersecting ends of the other 2 sides. The following measurements establish the Vision Clearance Area:

Table 4.2-5

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

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

EXCEPTION: The Director may require that the Vision Clearance Area be increased to be consistent with the sight distance standards and requirements in the AASHTO Green Book when safety concerns warrant the increase.

4.2-135 Sidewalks is amended to read as follows:

- A. Sidewalks and planter strips abutting public streets shall be located wholly within the public street right-of-way, unless otherwise approved by the Director.
- B. Sidewalks shall be designed, constructed, replaced or repaired as specified in the City's *Engineering Design Standards and Procedures Manual*, the Development & Public Works Standard Construction Specifications and the Springfield Municipal Code.
- C. Concrete sidewalks must be provided according to Section 4.2-105.C, Table 4.2-1, and the following criteria:
 - 1. Sidewalks must conform to the existing or planned street grades.
 - 2. Sidewalks must conform to current ADA standards.
 - 3. Sidewalks must be separated from the curb by the planting strip, except when necessary for connectivity, safety, or to comply with street design requirements, and subject to approval by the Director.
 - 4. New sidewalk width and type must be consistent with existing sidewalk design in the same block, but must physically transition to comply with current sidewalk standards as determined by the Director. When replacing damaged sidewalk, new sidewalk must be located in the same position as the existing sidewalk.
 - 5. Facilities including, but not limited to, mail boxes, water meters, valves, junction boxes, manholes, utility poles, trees, benches, fire hydrants, signs, and bus stops must not be located within the sidewalk, and must be removed or relocated prior to the construction or reconstruction of the sidewalk, unless otherwise approved by the City Engineer. If facilities remain, there must be at least 5 feet of unobstructed width on arterial class streets and 4 feet on all other streets.
- D. Planter strips are required as part of sidewalk construction. Planter strips must be at least 4.5 feet wide (as measured from the back of curb to the edge of the sidewalk) and long enough to allow the street tree to survive. Planter strips must have approved landscaping consisting of street trees and ground cover allowed per the City's *Engineering Design Standards and Procedures Manual*. Tree wells set in concrete or sidewalk areas must be a minimum of four (4) feet by four (4) feet. Concrete, asphalt or other impermeable pavement are not allowed to substitute for landscaping within planter strips.

EXCEPTION: Planter strips less than 4.5 feet wide may be permitted when necessary for connectivity, safety, or to comply with street design requirements, subject to approval by the Director.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- E. Maintenance of sidewalks is the continuing obligation of the abutting property owner.

4.2-140 Street Trees is amended to read as follows:

Street trees are those trees required within the public right-of-way. The primary purpose of street trees is to create a streetscape that benefits from the aesthetic and environmental qualities of an extensive tree canopy along the public street system. Street trees are attractive amenities that improve the appearance of the community, provide shade and visual interest, and enhance the pedestrian environment. Street trees also improve air quality, reduce stormwater runoff, and moderate the micro-climate impacts of heat absorbed by paved surfaces. Street trees may be located within a planter strip or within individual tree wells in a sidewalk, round-about, or median.

EXCEPTION: In order to meet street tree requirements where there is no planter strip and street trees cannot be planted within the public right-of-way, trees shall be planted in the required front yard or street side yard setback of private property as specified in the applicable zoning district.

- A. **New Street Trees.** New street trees shall be at least 2 inches in caliper. New street trees shall be selected from the City Street Tree List and installed as specified in the City's *Engineering Design Standards and Procedures Manual*. The Director shall determine which species are permitted or prohibited street trees.

- B. **Existing Street Trees.**

1. **Street Tree Retention Standards.** Existing trees may meet the requirement for street trees (i.e., trees on the City Street Tree List specified in the City's *Engineering and Design Standards and Procedures Manual* with a minimum caliper of 2 inches) if excavation or filling for proposed development is minimized within the dripline of the tree. Sidewalks of variable width, elevation, and direction may be used to save existing trees, subject to approval by the Director.

Existing street trees shall be retained as specified in the *Engineering Design Standards and Procedures Manual*, unless approved for removal as a condition of Development Approval or in conjunction with a street construction project.

2. **Street Tree Removal Standards.**
 - a. City removal of existing street trees within the public right-of-way is exempt from the tree felling regulations specified in Section 5.19-100.
 - b. Existing street trees on private property cannot be removed without prior authorization by the Director. Removal of 5 or more street trees on private property is subject to the tree felling standards specified in Section 5.19-100.
 - c. Existing street trees on private property must not be removed to accommodate additional or expanded driveways.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

3. Street Tree Replacement Standards. Where possible, any street tree proposed to be removed shall be replaced with a tree at least 2 inches in caliper.
 - a. It is the responsibility of the City to plant any replacement tree within the public right-of-way.
 - a. It is the responsibility of the property owner to plant any replacement street tree on private property, either as a condition of a Tree Felling Permit or when the property owner removes a street tree on private property without the City's authorization. Any replacement street tree shall meet the standards specified in Subsection A, above.
 - b. Whenever the property owner removes a street tree within the public right-of-way without the City's authorization, that person is responsible for reimbursing the City for the full value of the removed tree, to include replanting and watering during the 2-year tree establishment period.
- C. Street Tree Maintenance Responsibility.
 1. Maintenance of street trees in the public right-of-way shall be performed by the City.
 2. Maintenance of street trees on private property shall be performed by the property owner.
 3. Removal of street trees on private or public property does not constitute maintenance. Any removal of street trees on private property is subject to prior approval by the City as specified in Section 4.2-140B.2.b. above.

4.2-145 Street Lighting is retitled **Lighting Standards** and amended to read as follows:

Lighting design and placement for streets, paths, and accessways must conform to the following design standards and the Development & Public Works Standard Construction Specifications:

- A. Lighting must be included with all new developments or redevelopment. Existing lighting must be upgraded to current standards with all new developments or redevelopment. The developer is responsible for lighting material and installation costs.
- B. Upon approval by the Director, a developer may install decorative lights, as may be permitted in this section and in the Development & Public Works Standard Construction Specifications.
- C. Design Standards.
 1. Lighting must comply with Illuminating Engineering Society, American National Standards Practice for Roadway Lighting – RP-8-14 and applicable National Electrical Safety Code (NESC) and National Electrical Code (NEC) standards.
 2. Intersections must be illuminated to a level equal to the sum of the average required illuminance of the two intersecting streets.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

3. Mid-block crosswalks that are approved by the City Traffic Engineer must have two times the illumination required for the street.
4. Decorative poles with City-approved LED fixtures and lighting controls must be used on all streets within the Nodal Development Overlay District and where any refinement plan or plan district requires decorative lighting. Decorative poles may be used on streets, paths, and accessways in any other zone at the option of the developer as approved by the Director.
5. City-approved LED fixtures and lighting controls must be used when lighting is required along multi-use paths and accessways.
6. Roadway style poles and "cobra head" fixtures with City-approved LED fixtures and lighting controls must be used along streets in all other locations.
7. When roadway style poles are used on arterial and collector streets in any zone other than residential, they must be steel or aluminum. When roadway style poles are used on local and collector streets in residential zones, they must be fiberglass, steel, or aluminum.
8. Where lot frontages are 80 feet or less, poles must be located at property lines unless approved by the Director.
9. The weak point illumination must not be less than 0.1 foot candles.
10. Roadway style poles set behind sidewalks must have eight (8) foot arm length. Roadway style poles set between curb and sidewalk or where no sidewalk exists must have six (6) foot arm length.
11. Pole handholes must be used instead of junction boxes where feasible. Junction boxes for street lighting must only be utilized for street crossings or where necessary to comply with electrical code standards cited above.
12. Pole Height.
 - a. Lights on arterial and collector streets outside of a residential zone must have a 35-foot fixture mounting height.
 - b. Lights on local streets with a curb-to-curb width of 28 feet or greater and collectors within residential zones must have a 30-foot fixture mounting height.
 - c. Lights on local streets with a curb-to-curb width of less than 28 feet must have a 20-foot fixture mounting height.
 - d. Decorative poles must be 12 feet tall, except that 16-foot tall decorative poles may be approved by the Director when the required illumination levels cannot be achieved with 12-foot tall decorative poles.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- e. Lighting on local streets must be installed on the same side of the street and on the side of the street first constructed, except where necessary to be consistent with the existing lighting design and placement.
- f. Light poles must not be placed on the outside of curves with less than a 1000-foot radius.

4.2-150 Bikeways is retitled **Multi-Use Paths** and amended to read as follows:

- A. Development abutting an existing or proposed multi-use path identified in the Springfield Transportation System Plan (including the Conceptual Street Map), City-adopted bicycle and pedestrian plan, or the adopted Willamalane Park and Recreation District Comprehensive Plan must include provisions for the extension of the multi-use path through the development area by the dedication of public easements or rights-of-way. The developer bears the cost of multi-use path improvements.
- B. Multi-use paths that are dedicated as right-of-way or in a public easement must conform to the Oregon Bicycle and Pedestrian Plan, the Oregon Bike and Pedestrian Design Guidelines, AASHTO guidelines, this Code, and the City's *Engineering Design Standards and Procedures Manual*.
- C. The right-of-way or easement area for a multi-use path must include a minimum paved area of 10 feet, a minimum clear zone of 2 feet on both sides of the path, and any additional width necessary to accommodate lighting required under this section.
- D. Where a multi-use path runs parallel and adjacent to a public street, the multi-use path must be separated from the edge of the street by a width of at least 5 feet or by a physical barrier that meets the standards in the Oregon Bike and Pedestrian Design Guidelines, AASHTO guidelines, or the National Association of City Transportation Officials Urban Bikeway Design Guide.
- E. Lighting for multi-use paths must be installed according to the standards in Section 4.2-145. Lighting must not obstruct the paved surface or 2-foot clear area on either side. All lighting must be installed within the right-of-way or public easement area.

4.2-155 Pedestrian Trails is deleted.

4.2-160 Accessways is amended to read as follows:

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

EXCEPTION: When site constraints preclude the ability to dedicate right-of-way without impacting setback requirements or other development standards, the Director may authorize dedication of a public easement or may otherwise modify the standards in this section.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- B.** Accessways must comply with the following design standards:
1. Where an accessway is proposed for only bicycle and/or pedestrian travel, the right-of-way must be 12 feet wide, with a 10-foot wide paved surface of either asphalt concrete or Portland Cement concrete. Light standards may be installed within travel path, as long as a minimum 8-foot wide clear path is maintained.
 2. Where an accessway is proposed as a secondary access for emergency vehicles or in combination with bicycle and/or pedestrian travel, the right-of-way must be a minimum of 24 feet wide; consisting of a 12-foot wide area paved with either asphalt concrete or Portland Cement concrete and two additional 4-foot wide areas on both sides that are turf block, grass-crete, or other similar permeable material approved by the Director on a base of gravel capable of supporting fire equipment weighing 80,000 pounds. Light standards must be installed outside the 20-foot travel path, but within the public right-of-way.
 3. Illumination for accessways must be installed in accordance with Section 4.2-145.
- C.** The Director may require improvements to existing unimproved accessways on properties abutting and adjacent to the property proposed to be developed. Where possible, the improvements to unimproved accessways shall continue to the closest public-street or developed accessway. The developer shall bear the cost of accessway improvements, unless other property owners are benefited. In this case, other equitable means of cost distribution may be approved by the City. Where possible, accessways may also be employed to accommodate public utilities.

Section 4.6-100 Vehicle Parking, Loading and Bicycle Parking Standards is renamed **Motor Vehicle Parking, Loading and Bicycle Parking Standards**

4.6-110 Vehicle Parking—General is retitled **Motor Vehicle Parking—General** and is amended to read as follows:

- A.** Off-street parking spaces shall be provided, consistent with requirements in Section 4.6-125, Table 4.6-2, unless excepted as allowed herein, for:
1. All new construction and expansion of multiple family residential, commercial, industrial and public and semi-public uses. If an existing development is expanded, new parking spaces shall be provided in proportion to the increase only.
 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.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- C. Parking reductions under Sections 4.6-110.H-L and Special Provisions to Table 4.6-2 shall not reduce the number of ADA parking spaces required in accordance with the minimum parking in Table 4.6-2 or under Section 4.6-110.M.
- D. Required parking spaces shall be available for the parking of passenger vehicles of residents, customers, patrons, visitors, and employees only, and shall 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 E. 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 shall be rounded up to the next whole number. Off-street parking facilities for one use shall not be considered as providing parking facilities for any other use, unless as may be permitted in Subsection F., below.
- F. The Director, upon application by all involved property owners, may authorize joint use of parking facilities, provided that:
 - 1. The applicant shall demonstrate 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; and
 - 2. The parties concerned in the joint use of off-street parking facilities shall 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 shall provide for continuing maintenance of jointly used parking facilities;
 - 3. The agreement shall 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 may 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 1/2 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 Sections 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 two (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 one (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.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- 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 four parking spaces to be reduced, rounded up to the next whole number (e.g. one Base Curb Ramp Fee for 1-4 parking spaces reduced, double the Base Curb Ramp Fee for 5-8 parking spaces reduced, etc.). The Base Curb Ramp Fee must be set by Council resolution and must be approximately the cost of constructing one 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 Section 4.6-125, including reductions in excess of the cumulative maximum reduction specified in Section 4.6-110.K. above. The alternative parking standard must be one 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% of the minimum off-street parking standard in Section 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.

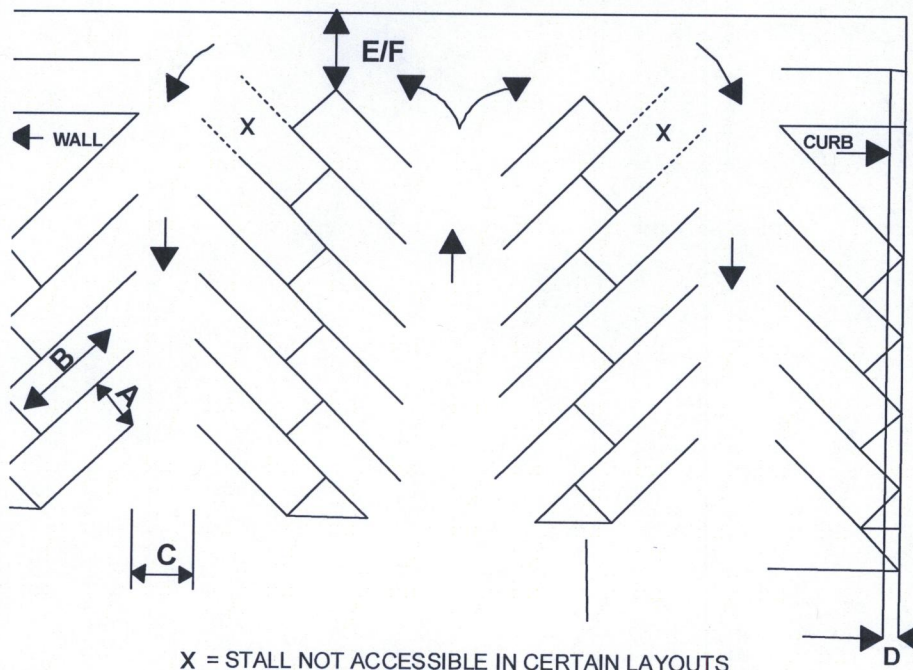
4.6-115 Vehicle Parking—Parking Lot Design is retitled **Motor Vehicle Parking—Parking Lot Design** and is amended to read as follows:

All off-street parking areas shall comply with the following dimensional standards:

Table 4.6-1

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle			
		0	45	60	90
Stall width, standard	A	9.0	9.0	9.0	9.0
Stall width, compact	A	8.0	8.0	8.0	8.0
Stall length, standard	B	24.0	18.0	18.0	18.0
Stall length, compact	B	22.0	16.0	16.0	16.0
Aisle width between stall lines	C	12.0	12.0	16.0	24.0
Bumper overhang (typical)	D	0.0	1.5	1.8	2.0
Cross-aisle, 1-way	E	16.0	16.0	16.0	16.0
Cross-aisle, 2-way	F	24.0	24.0	24.0	24.0

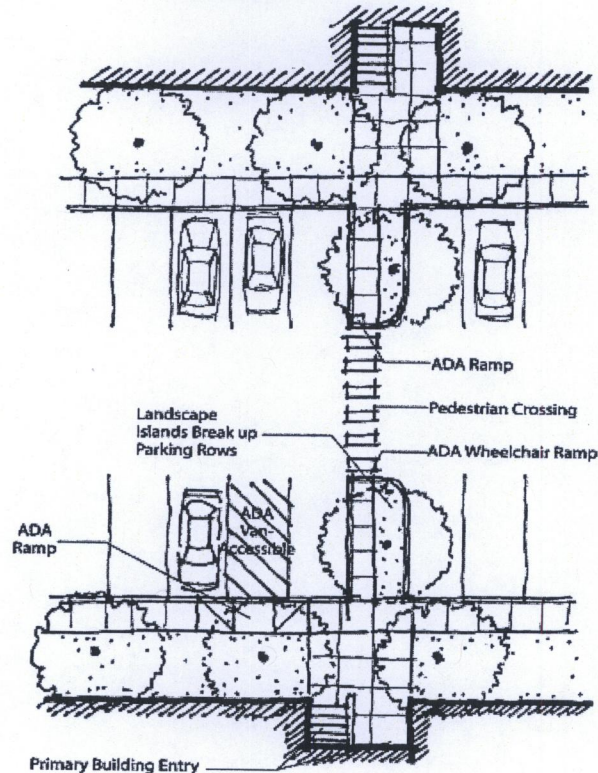
Figure 4.6A
Parking Lot Design



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.6A

Parking Lot Design



4.6-120 Vehicle Parking – Parking Lot Improvements is retitled **Motor Vehicle Parking – Parking Lot Improvements** and is amended to read as follows:

All parking areas shall conform to the setback, vision clearance, planting and screening provisions of this Code and shall be completed prior to occupancy. Required parking spaces shall be improved as follows:

- A. All parking lots, bays, and spaces must have a durable, dust free surfacing of Asphaltic concrete, Portland cement concrete or other materials as approved by the City Engineer. Permeable pavement meeting standards in the City's *Engineering Design Standards and Procedures Manual* may be allowed by the City Engineer for parking areas and driveways. Parking lot surfacing shall not encroach upon the public right-of-way.
- B. Adequate drainage improvements shall be provided to manage all on-site run-off. Provisions shall be made for the on-site collection of drainage waters to eliminate sheet flow onto sidewalks, public rights-of-way, and abutting private property. All drainage systems shall be approved by the City Engineer.
- C. All parking spaces fronting a sidewalk, alley, street, landscaped area or structure shall be provided with a secured wheel bumper or linear curb not less than 6 inches in height to be set back from the front of the

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

stall a minimum of 2 feet to allow for vehicle encroachment. Wheel bumpers shall be a minimum of 6 feet in length. Curbs shall be constructed in conformance with the Standard Construction Specifications.

EXCEPTION: As an option, the sidewalk or landscaped area may be widened 2 feet beyond the minimum dimension required to allow for vehicle encroachment. A curb not less than 6 inches in height shall protect the widened sidewalks and planter areas.

- D. Backing into the public right-of-way, other than alleys is prohibited.

EXCEPTION: Parking areas of less than 4 spaces on a residentially zoned lot/parcel may back into the public right-of-way.

- E. All spaces shall be permanently and clearly marked unless the Director determines that the spaces should not be marked for safety considerations. Old striping shall not be visible after being replaced by new striping.
- F. Not more than 30 percent of the total parking spaces in a parking lot may be designated for compact cars, unless a greater percentage is authorized by the Director based on substantial evidence that greater than 30 percent of the total parking spaces is appropriate for the use. These spaces shall be signed and/or the space painted with the words "Compact Car Only."
- G. Parking Spaces for People with Disabilities.
1. Parking spaces for people with disabilities and accessible passenger loading zones that serve a particular building shall be located as close as possible to a building entrance.
 2. The number and dimensions of parking spaces for people with disabilities shall be as specified in Section 1106 of the Oregon Structural Specialty Code.

4.6-125 Vehicle Parking – Parking Space Requirements is retitled **Motor Vehicle Parking – Parking Space Requirements** and is amended to read as follows:

- A. Table 4.6-2 establishes minimum off-street parking standards according to use, which apply to that use in any zoning 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.
- C. The maximum off-street parking standard for any use that is not a residential use is 125 percent of the minimum off-street parking standard. There is no maximum off-street parking standard for residential uses.
- D. Parking standards established in Table 4.6-2 may be modified as provided in Section 4.6-110.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Table 4.6-2

Use	Minimum Parking Standard
Residential Uses	
Single family (attached and detached) and duplex dwellings	1 space for each dwelling when paved on street parking is available directly abutting the property and there are no adopted plans to remove the on-street parking. 2 spaces for each dwelling when no paved on street parking is available directly abutting the property or when the existing on street parking is planned to be removed as part of an adopted plan.
Multi family dwellings	1 space for each dwelling unit
Group care facilities	0.25 space for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.
Boarding and rooming houses (see SDC 4.7-215)	One-half of an additional parking space for each boarding room in addition to any parking for a primary use.
Commercial/Industrial Uses	
Child care center	1 space for each 350 square feet of gross area, plus one drop off space for each 700 square feet of gross floor area.
Hotel/motel or bed and breakfast facilities	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.
Public and Institutional Uses	
Educational facilities	2 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.

Special Provisions:

- A. 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.
- B. Commercial Districts.
 - 1. Parking lots in the Neighborhood Commercial (NC) District shall be designed so that every seventh space is developed as a landscaped separator between spaces. NC developments that

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

require more than 25 parking spaces shall locate half of all the required spaces over 25 behind proposed buildings.

2. Parking lots shall be used exclusively for the parking of vehicles.

EXCEPTION: 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 shall be required for all sites in commercial zoning districts that require parking, unless reduced under Section 4.6-110M.

- C. Light-Medium Industrial (LMI), Heavy Industrial (HI), and Special Heavy Industrial (SHI) Districts. In addition to reductions permitted in accordance with the provisions of Section 4.6-110, parking spaces may be reduced in LMI, HI, or SHI zoning 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 shall be held in reserve for future use.

- D. Campus Industrial (CI) District.

1. To the greatest extent practicable, parking shall be located behind buildings, internal to development or to the side of a building.

EXCEPTIONS:

- a. The number of required parking spaces for uses not shown in Table 4.6-2 shall be determined based upon standards for similar uses.
 - b. 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.
2. 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.
 3. Truck parking for vehicles necessary for the operation of the facility may be located either:
 - a. Within an enclosed building; or
 - b. Outside of a building if the following standards are met and shall:
 - i. Be prohibited in all front and street-side yards;
 - ii. Meet the building setback standards specified in Section 3.2-420; and
 - iii. Be screened as specified in Section 3.2-445.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- E. Medical Services District. Motor vehicle parking standards shall be determined based upon standards for similar uses in Table 4.6-2 and upon the required Traffic Study.
- F. Public Land and Open Space District. Motor vehicle parking standards shall be determined based upon standards for similar uses in Table 4.6-2. Uses not listed shall 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.

4.6-140 Bicycle Parking—Purpose and Applicability is amended to read as follows:

- A. Safe and convenient bicycle parking is required in most zoning districts and land use categories to encourage the use of bicycles as a mode of transportation. The required number of spaces is lower for uses that do not tend to attract bicycle riders and higher for those that do. Additionally, some bicycle parking is required on the basis of specifically encouraging employee, student or customer related bicycle use. The following standards ensure that bicycle parking is convenient to the cyclist in its location and provides sufficient security from theft and damage. Long-term bicycle parking space requirements accommodate employees, commuters, students, residents and other persons who expect to leave their bicycles for more than 2 hours. Short-term bicycle parking spaces accommodate visitors, customers, messengers, and other persons expected to depart within approximately 2 hours.
- B. Unless exempted elsewhere in this Code, all development shall comply with the bicycle parking provisions of this Section.

4.6-145 Bicycle Parking—Facility Design is amended to read as follows:

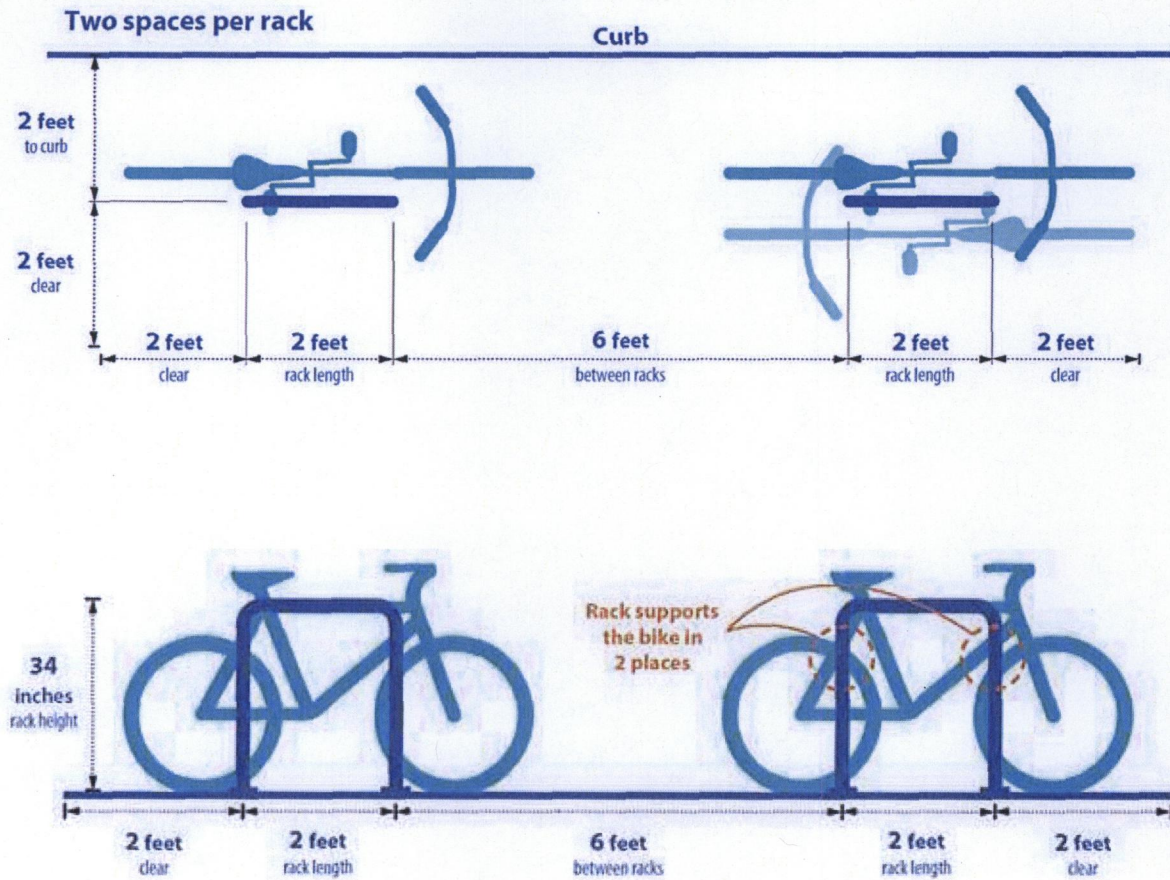
- A. Required bicycle parking spaces and facilities must be a powder coated staple or inverted-U rack as shown in Figure 4.6-B. Alternatively, the required bicycle parking spaces must fulfill the criteria for quality bicycle parking, which are as follows:
 - 1. Supports the bicycle frame in a stable position without damage to wheels, frames, or components and provides two points of contact;
 - 2. Allows locking of the frame and one or both wheels with a U-lock;
 - 3. Is securely anchored to the ground or to a structure;
 - 4. Resists cutting, rusting, bending, or deformation, both from natural causes and from human abuse;
 - 5. Powder coated or durable, non-scratching surface; and

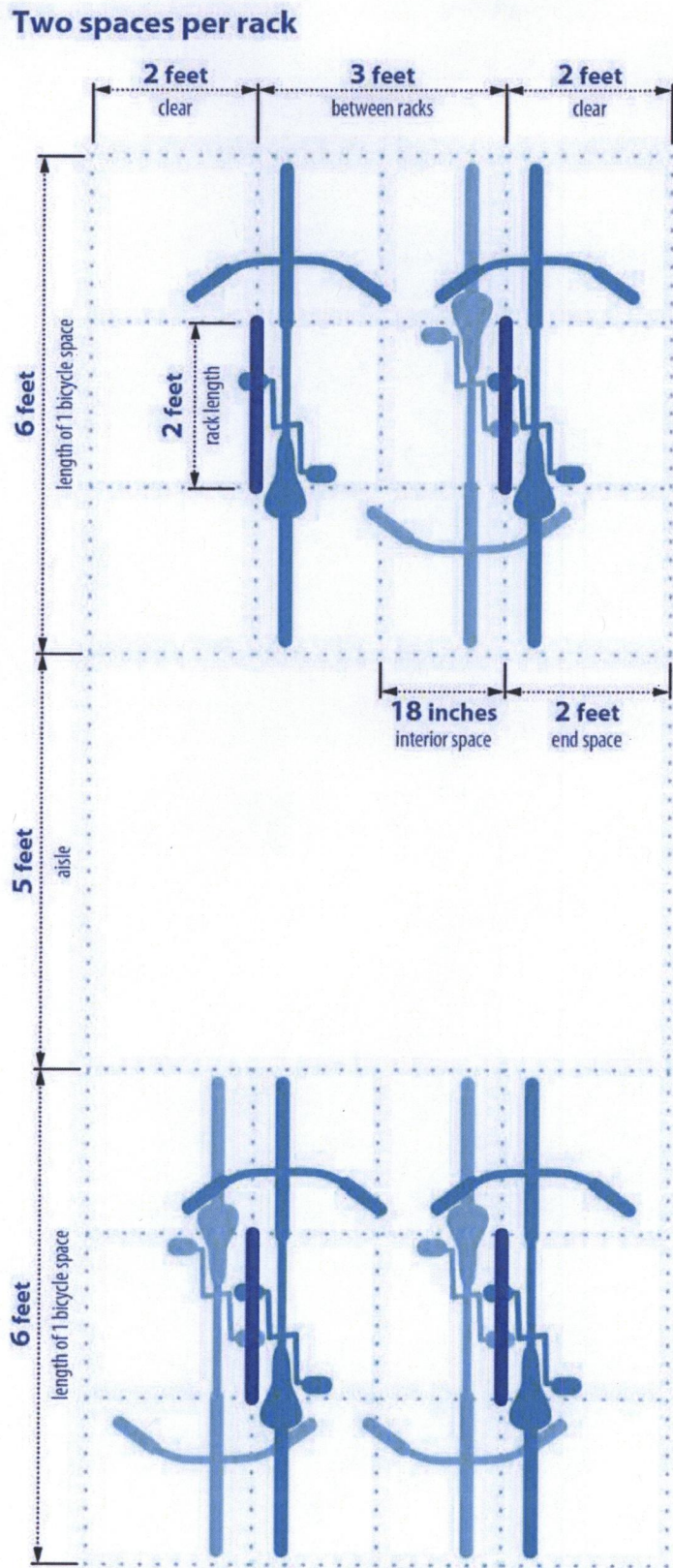
SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

6. Works well for a variety of bicycle frame types (e.g. should work for step-through frame as well as diamond frame, children's bicycles as well as adult bicycles, recumbent as well as other styles of adaptive bicycles).
- B. Required bicycle parking spaces and facilities must be constructed and installed in accordance with Section 4.6-150 and Figures 4.6-B and 4.6-C. Bicycle parking must be provided at ground level unless an elevator with clear bicycle wayfinding signage is easily accessible and directs users to an approved bicycle storage area. Each required bicycle parking space must be accessible without removing another bicycle.
- C. All required long-term bicycle parking spaces must be sheltered from precipitation and include lighting.
- D. Short-term bicycle parking must be sheltered as follows:
 1. If 10 or fewer short-term bicycle parking spaces are required, no shelter is required for short-term bicycle parking.
 2. If more than 10 short-term bicycle parking spaces are required, at least 50 percent of the short-term bicycle parking spaces in excess of 10 must be sheltered.
 3. Shelters must have a minimum 7-foot overhead clearance and must completely cover the bicycle parking rack and any bicycles that are parked in the way the rack was designed to be used.
- E. Bicycle parking that accommodates oversized bicycles and alternative bicycle types must be provided as follows:
 1. Each oversized bicycle parking space must provide minimum clear area of 4 feet by 8 feet as shown in Figure 4.6-C.
 2. At least 10% of the long-term bicycle parking spaces for commercial uses and residential uses must be oversized bicycle parking spaces.
 3. At least 10% of the short-term bicycle parking spaces for schools (elementary through high school) must be oversized bicycle parking spaces.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

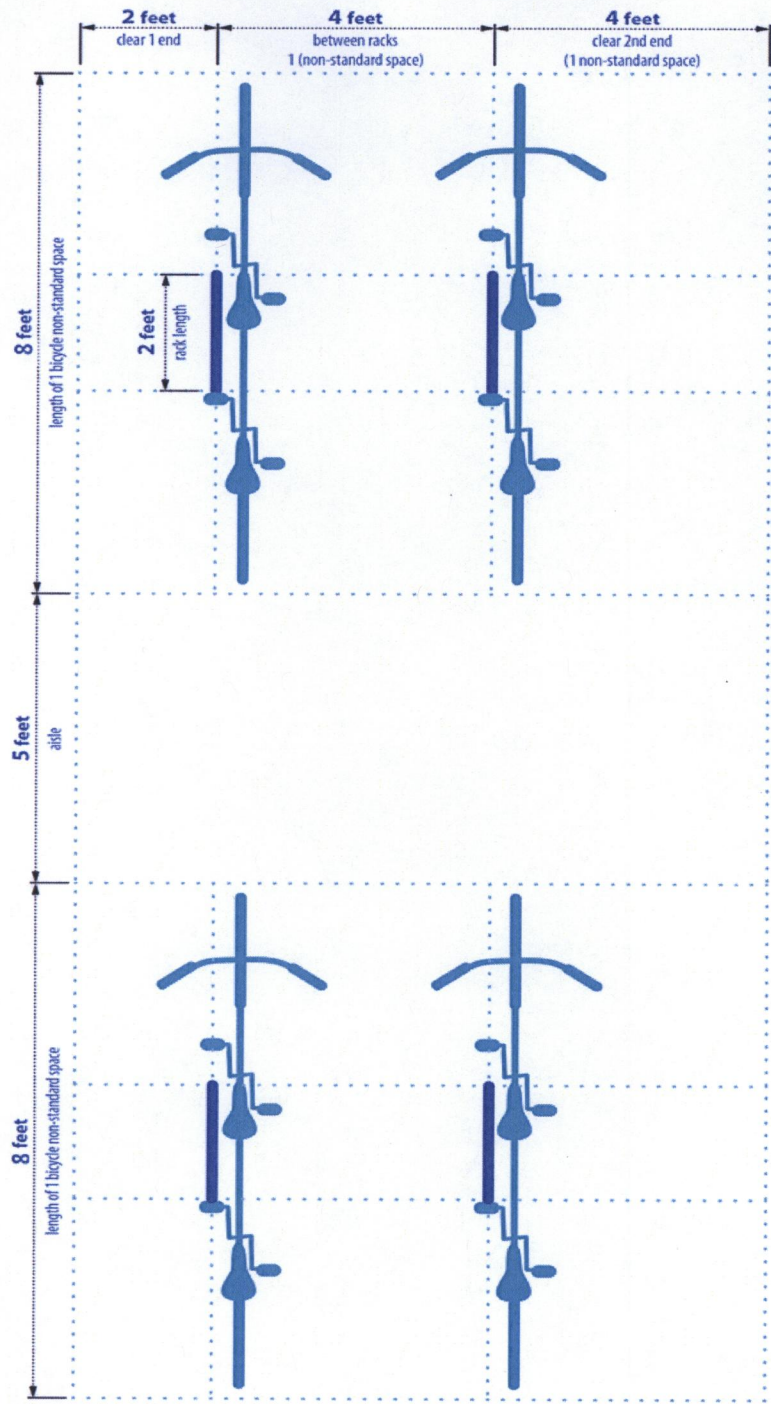
Figure 4.6-B





SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.6-C



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

4.6-150 Bicycle Parking—Facility Improvements is amended to read as follows:

A. Bicycle Parking Location and Security.

1. Bicycle parking racks, shelters, or lockers must be securely anchored to the ground or to a structure.
2. Exterior long-term bicycle parking must be located within 200 feet from the main building entrance, primary point of entry to the use, or employee entrance.
3. Exterior short-term bicycle parking must:
 - a. Be located no further than fifty (50) feet from the main building entrance or primary point of entry to the use, as determined by the City, but not further away than the closest on-site automobile parking space excluding designated accessible parking spaces, whichever distance is less; and
 - b. Be clearly visible from the main building entrance or primary point of entry to the use.
4. Bicycle parking shall be separated from motor vehicle parking by a barrier, curb, or sufficient distance to prevent damage to parked bicycles.
5. Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, signs shall be provided to direct bicyclists to the parking. Directions to sheltered facilities inside a structure may be signed or supplied by the employer, as appropriate. Short-term parking shall be made available to the general public.
6. Bicycle parking may be located inside a building on a floor, which has an outdoor entrance open for use, and which does not require stairs to access the space.

EXCEPTION: The Director may allow bicycle parking on upper stories within multi-story residential buildings.
7. Bicycle parking and bicycle racks must be located to avoid conflict with pedestrian movement and access. Direct access from bicycle parking spaces to the public right-of-way must be provided by at-grade or ramp access. Pedestrian access must be provided from the bicycle parking area to the building entrance. Bicycle parking may be located in the public sidewalk or right-of-way where there is a minimum 5 feet between the parked bicycle and the storefront and does not conflict with pedestrian accessibility.
8. For multifamily dwellings with required bike parking, requirements may be met through the provision of individual garages or storage units. For housing relying on a common garage and without storage units, bicycle racks shall be provided in the garage.

- #### **B. Employers with changing rooms and shower facilities or other additional amenities may be eligible for a 10 percent reduction of Transportation System Development Charges if the Director determines that those facilities encourage bicycling or other active modes of transportation by employees or patrons.**

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

4.6-155 Bicycle Parking—Number of Spaces Required is amended to read as follows:

- A. The required minimum number of bicycle parking spaces for each principal use is four (4) spaces, unless otherwise specified in Table 4.6-3. Additional bicycle parking spaces may be required at common use areas. When the number of required spaces results in a fractional number, the total number of required spaces will be rounded up to the next whole number. When application of the long and short term bicycle parking percentages results in a fractional number of long and short term spaces, the number of long term spaces required will be rounded up to the next whole number; the remaining number of required spaces will be designated as short term bicycle parking.
- B. The following parking standards have been established according to use and apply to that use in any zoning district.

Table 4.6-3 Minimum Required Bicycle Parking Spaces

Use Category	Specific Uses	Number of Required Spaces	Long and Short Term Bicycle Parking Percentages
Residential	Single-family and duplexes	0	N/A
	Triplex, four-plex, and multi-family	1 per dwelling unit	75% long term 25% short term
	Dormitories	1 space per every 3 occupants	50% long term 50% short term
	Assisted care and day cares	1 per 5 employees	75% long term 25% short term
	Other Residential Uses	1 per dwelling unit	50% long term 50% short term
Commercial	General Retail	1 per 3000 square feet of floor area	25% long term 75% short term
	Eating and Drinking Establishments	1 per 600 square feet of floor area	25% long term 75% short term
	Service Establishments	1 per 2000 square feet of floor area	25% long term 75% short term
	Art Institution/Gallery	1 per 1500 square feet of floor area	25% long term 75% short term
	Drive-through Only Establishments	2 for employee parking (minimum of 4 does not apply)	100% long term
	Lodging	1 per 10 rentable rooms	75% long term 25% short term
	Office, including Medical Offices and Clinics	0.75 per 5000 square feet of floor area	75% long term 25% short term
	Industrial and Wholesale	0.25 per employee OR 1 per 4000 square feet of floor area, whichever is less	75% long term 25% short term
Institutional	Government related uses	1 per 3000 square feet of floor area	25% long term 75% short term
	Schools (elementary through high school)	1 per 10 students based on planned capacity	25% long term 75% short term

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

	Parks and playgrounds	8 per park or playground	100% short term
	Recreation, Amusement, and Entertainment Facilities	1 per 1000 square feet of floor area	25% long term 75% short term
	Universities/Colleges	1 per 5 full time students	25% long term 75% short term
	Hospitals and Medical Centers	1 per 3000 square feet of floor area	75% long term 25% short term
	Religious Institutions and Places of Worship	1 per 20 seats or 40 feet of bench length (fixed seating) or 1 per 500 square feet of floor area (no fixed seating)	100% short term
Transportation-Related	Structured Parking	10% of the number of vehicle parking spaces provided	75% long term 25% short term
	Transit Station	10% of the number of vehicle parking spaces provided (if no vehicle parking is provided, the minimum of 4 applies)	50% long term 50% short term
	Transit Park & Ride	10% of the number of vehicle parking spaces provided	50% long term 50% short term

4.7-120 Bed and Breakfast Facilities is amended to read as follows:

- A. Bed and Breakfast facilities may be located on local, collector, or arterial streets. All Bed and Breakfast facilities proposed to be located on local streets are subject to Discretionary Use approval as specified in Section 5.9-100.
- B. The facility shall be owner-occupied.
- C. There shall be no more than 4 guest bedrooms.
- D. No guest parking is permitted within the front yard setback. Required guest parking shall be screened from public view.
- E. For structures on the Springfield Historic Inventory, any external modification shall be fully compatible with the original design.
- F. A minimum of 25 percent of the lot/parcel shall be landscaped.

4.7-140 Siting Duplexes in All Residential Districts is amended to read as follows:

- A. New Duplexes in the LDR and SLR Districts. A single duplex may be located on corner lots/parcels as specified in Section 3.2-215. The design standards specified in Section 4.7-142 shall only apply to duplexes in the SLR District. Corner lots/parcels proposed for new duplexes must demonstrate that lot/parcel configuration, lot/parcel size, driveway locations, and driveway distances from street intersections are adequate to ensure traffic and pedestrian safety.
- B. Pre-existing Duplexes in the LDR District. Prior to the adoption of this Code:

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

1. Duplexes on interior lots/parcels approved as part of a Planned Unit Development shall not be considered to be nonconforming uses.
 2. Duplexes on interior lots/parcels approved on property previously zoned Residential Garden (RG) Apartments shall not be considered to be a nonconforming use.
 3. Duplexes on interior lots/parcels that meet the density requirements of this zoning district shall not be considered a nonconforming use.
- C. New Duplexes in the MDR and HDR Districts.
1. A single duplex shall be permitted on corner lots/parcels as specified in Section 3.2-210. The design standards of Section 4.7-142 shall apply to this category of duplexes.
 2. Where more than 1 duplex is proposed on lots/parcels that are less than 1/2 acre in size and the minimum MDR or HDR density standard for the entire development area can be met, the design standards specified in Section 4.7-142 shall apply to this category of duplexes.
 3. Where more than 1 duplex is proposed on lots/parcels that are 1/2 acre or more and the minimum MDR or HDR density standard for the entire development area can be met, the multifamily design standards specified in Section 3.2-240 shall apply to this category of duplexes.
- D. Partitioning Corner Duplex Lots. A proposed or existing duplex on a corner lot/parcel in any residential district may be partitioned for the purpose of allowing independent ownership of each dwelling unit, providing the 2 platted parcels meet the minimum area standards for corner duplex parcels specified in Section 3.2-215 and the minimum separation of driveways from the nearest street intersection as specified in Section 4.2-120, Table 4.2-4. In this case, the partition shall meet the land division standards specified in Section 5.12-100 and the following:
1. Utility service to each unit shall be separate.
 2. All walls connecting abutting units shall be fire resistive walls as specified in the Oregon Residential Specialty Code.
 3. The property line separating the 2 units shall have not more than 2 angle points. The angle points shall not occur within the wall between abutting units.

4.7-195 Public/Private Elementary/Middle Schools is amended to read as follows:

- 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 standards in Section 5.17-100 are applied only when required to screen

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

playground structures, spectator seating facilities, parking, storage yards and trash receptacles or where significant conflicts are determined by the Director.

1. All new facilities and additions over 10,000 square feet or those additions exceeding 50 percent of the size of the existing building shall be approved in accordance with a Type III review procedure (a Type II Site Plan application raised to a Type III review as specified in Section 5.1-130). The Site Plan application shall also address the standards specified in Subsections 2. through 11., below.

EXCEPTION: Public/Private Elementary/ Middle Schools in the PLO District are reviewed under Type II Review.

2. A maximum of 65 percent of the site may be covered in impervious surface. The remainder of the site shall comply with the planting standards in Section 4.4-100.
3. Schools shall have a landscaped front yard of 20 feet and landscaped side and rear yards of 30 feet. Athletic spectator seating structures adjoining residential uses shall be set back at least 75 feet, unless the Director determines that adequate buffering can be provided with a reduced setback. However, in no instance shall this setback (from spectator facilities) be less than 30 feet. Parking areas shall maintain a landscaped buffer of 15 feet when adjoining a residential use.
4. Light shall be directed away from adjoining less intensive uses.
5. Other uses permitted within school facilities include day care facilities, social service offices or other after school program activities approved by the School District and which otherwise do not require discretionary approval.
6. All plants used for "landscaped buffering" shall be a minimum of 5-gallon in size and shall reach a height of at least 36 inches within 1 year of planting.
7. Paved playground areas may be used as overflow parking for special events.
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 space, 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.
9. Any jointly shared recreational facilities, playgrounds or athletic field shall require a joint use agreement that will provide for public use and continued maintenance.
10. Elementary schools shall have a maximum building height of 35 feet, middle schools shall have a maximum building height of 45 feet.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

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

- B. In the PLO District, public/private elementary/ middle schools shall be adjacent to residentially-zoned property.

4.7-240 Transportation Facilities—Bus Terminals, Heliports, and Helistops is retitled **Transportation Facilities—Transit Stations, Heliports, and Helistops** and is amended to read as follows:

Heliports and helistops shall not be located within 200 feet of any residential district. Noise attenuating barriers shall be constructed where necessary to mitigate land use conflicts.

New transit stations abutting residential districts may be required to provide noise attenuating barriers.

Chapter 5 – The Development Review Process & Applications

5.12-120 Tentative Plan Submittal Requirements is amended to read as follows:

A Tentative Plan application shall contain the elements necessary to demonstrate that the provisions of this Code are being fulfilled.

EXCEPTION: In the case of Partition applications with the sole intent to donate land to a public agency, the Director, during the Pre-Submittal Meeting, may waive any submittal requirements that can be addressed as part of a future development application.

A. General Requirements.

1. The Tentative Plan, including any required Future Development Plan, shall be prepared by an Oregon Licensed Professional Land Surveyor on standard sheets of 18" x 24". The services of an Oregon Licensed Professional Engineer may also be required by the City in order to resolve utility issues (especially stormwater management, street design and transportation issues), and site constraint and/or water quality issues.
2. The scale of the Tentative Plan shall be appropriate to the area involved and the amount of detail and data, normally 1" = 50', 1" = 100', or 1" = 200'.
3. A north arrow and the date the Tentative Plan was prepared.
4. The name and address of the owner, applicant, if different, and the Land Surveyor and/or Engineer who prepared the Partition Tentative Plan.
5. A drawing of the boundaries of the entire area owned by the partitioner or subdivider of which the proposed land division is a part.
6. City boundaries, the Urban Growth Boundary (UGB) and any special service district boundaries or railroad right-of-way, which cross or abut the proposed land division.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

7. Applicable zoning districts and the Metro Plan designation of the proposed land division and of properties within 100 feet of the boundary of the subject property.
 8. The dimensions (in feet) and size (either in square feet or acres) of each lot/parcel and the approximate dimensions of each building site, where applicable, and the top and toe of cut and fill slopes to scale.
 9. The location, outline to scale and present use of all existing structures to remain on the property after platting and their required setbacks from the proposed new property lines.
 10. The location and size of existing and proposed utilities and necessary easements and dedications on and adjacent to the site, including but not limited to sanitary sewer mains, stormwater management systems, water mains, power, gas, telephone, and cable TV. Indicate the proposed connection points.
 11. The locations widths and purpose of all existing or proposed easements on and abutting the proposed land division; the location of any existing or proposed reserve strips.
 12. The locations of all areas to be dedicated or reserved for public use, with the purpose, condition or limitations of the reservations clearly indicated.
- B.** A Site Assessment of the Entire Development Area. The Site Assessment shall be prepared by an Oregon Licensed Landscape Architect or Engineer and drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and delineates the areas described below. Proposed modifications to physical features shall be clearly indicated. The Director may waive portions of this requirement if there is a finding that the proposed development will not have an adverse impact on physical features or water quality, either on the site or adjacent to the site. Information required for adjacent properties may be generalized to show the connections to physical features. A Site Assessment shall contain the following information.
1. The name, location, dimensions, direction of flow and top of bank of all watercourses that are shown on the Water Quality Limited Watercourses (WQLW) Map on file in the Development and Public Works Department;
 2. The 100-year floodplain and floodway boundaries on the site, as specified in the latest adopted FEMA Flood Insurance Maps or FEMA approved Letter of Map Amendment or Letter of Map Revision;
 3. The Time of Travel Zones, as specified in Section 3.3-200 and delineated on the Wellhead Protection Areas Map on file in the Development and Public Works Department;
 4. Physical features including, but not limited to significant clusters of trees and shrubs, watercourses shown on the (WQLW) Map and their riparian areas, wetlands, and rock outcroppings;

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

5. Soil types and water table information as mapped and specified in the *Soils Survey of Lane Count*; and
 6. Natural resource protection areas as specified in Section 4.3-117.
- C. A Stormwater Management Plan drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and addresses the information described below. In areas where the percent of slope is 10 percent or more, contours may be shown at 5-foot intervals. This plan shall show the stormwater management system for the entire development area. Unless exempt by the Director, the City shall require that an Oregon Licensed Civil Engineer prepare the plan. Where plants are proposed as part of the stormwater management system, an Oregon Licensed Landscape Architect may also be required. The plan shall include the following components:
1. Roof drainage patterns and discharge locations;
 2. Pervious and impervious area drainage patterns;
 3. The size and location of stormwater management systems components, including but not limited to: drain lines, catch basins, dry wells and/or detention ponds; stormwater quality measures; and natural drainageways to be retained;
 4. Existing and proposed site elevations, grades and contours; and
 5. A stormwater management system plan with supporting calculations and documentation as required in Section 4.3-110 shall be submitted supporting the proposed system. The plan, calculations and documentation shall be consistent with the *Engineering Designs Standards and Procedures Manual* to allow staff to determine if the proposed stormwater management system will accomplish its purposes.
- D. A response to transportation issues complying with the provisions of this Code.
1. The locations, condition, e.g., fully improved with curb, gutter and sidewalk, AC mat, or gravel, widths and names of all existing streets, alleys, or other rights-of-way within or adjacent to the proposed land division;
 2. The locations, widths and names of all proposed streets and other rights-of-way to include the approximate radius of curves and grades. The relationship of all proposed streets to any projected streets as shown on the Metro Plan or Springfield Comprehensive Plan, including the Springfield Transportation System Plan (including the Conceptual Street Map) and, any approved Conceptual Development Plan;
 3. The locations and widths of all existing and proposed sidewalks, multi-use paths, and accessways, including the location, size and type of plantings and street trees in any required planter strip;
 4. The location of existing and proposed traffic control devices, fire hydrants, power poles, transformers, neighborhood mailbox units and similar public facilities, where applicable;

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

5. The location and dimensions of existing and proposed driveways demonstrating conformance with lot or parcel dimensions and frontage requirements for single-family and duplex lots/parcels established in Section 3.2-215, and driveway width and separation specifications established in Section 4.2-120, where applicable;
 6. The location of existing and proposed street trees, associated utilities along street frontage(s), and street lighting: including the type, height and area of illumination;
 7. The location of existing and proposed transit facilities;
 8. A copy of a Right-of-way Approach Permit application where the property has frontage on an Oregon Department of Transportation (ODOT) facility; and
 9. A Traffic Impact Study prepared by a Oregon Licensed Traffic Engineer, where necessary, as specified in Section 4.2-105A.4.
- E. A Future Development Plan. Where phasing and/or lots/parcels that are more than twice the minimum lot/parcel size are proposed, the Tentative Plan shall include a Future Development Plan that:
1. Indicates the proposed redivision, including the boundaries, lot/parcel dimensions and sequencing of each proposed redivision in any residential district, and shall include a plot plan showing building footprints for compliance with the minimum residential densities specified in Section 3.2-205.
 2. Addresses street connectivity between the various phases of the proposed development based upon compliance with the Springfield Transportation System Plan (including the Conceptual Street Map), the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts, Master Plans, or this Code;
 3. Accommodates other required public improvements, including, but not limited to, sanitary sewer, stormwater management, water and electricity;
 4. Addresses physical features, including, but not limited to, significant clusters of trees and shrubs, watercourses shown on the Water Quality Limited Watercourse Map and their associated riparian areas, wetlands, rock outcroppings and historic features; and
 5. Discusses the timing and financial provisions relating to phasing.
- F. Additional information and/or applications required at the time of Tentative Plan application submittal shall include the following items, where applicable:
1. A brief narrative explaining the purpose of the proposed land division and the existing use of the property;

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

2. If the applicant is not the property owner, written permission from the property owner is required;
3. A Vicinity Map drawn to scale showing bus stops, streets, driveways, pedestrian connections, fire hydrants and other transportation/fire access issues within 200 feet of the proposed land division and all existing Partitions or Subdivisions immediately adjacent to the proposed land division;
4. How the Tentative Plan addresses the standards of any applicable overlay district;
5. How the Tentative Plan addresses Discretionary Use criteria, where applicable;
6. A Tree Felling Permit as specified in Section 5.19-100;
7. A Geotechnical Report for slopes of 15 percent or greater and as specified in Section 3.3-500, and/or if the required Site Assessment in Section 5.12-120B. indicates the proposed development area has unstable soils and/or high water table as specified in the *Soils Survey of Lane County*;
8. An Annexation application as specified in Section 5.7-100 where a development is proposed outside of the city limits but within City's urban growth boundary and can be serviced by sanitary sewer;
9. A wetland delineation approved by the Department of State Lands shall be submitted concurrently where there is a wetland on the property;
10. Evidence that any required Federal or State permit has been applied for or approved shall be submitted concurrently;
11. All public improvements proposed to be installed and to include the approximate time of installation and method of financing;
12. Proposed deed restrictions and a draft of a Homeowner's Association Agreement, where appropriate;
13. Cluster Subdivisions shall also address the design standards specified in Section 3.2-230;
14. Where the Subdivision of a manufactured dwelling park or mobile home park is proposed, the Director may waive certain submittal requirements specified in Subsections A. through M. However, the Tentative Plan shall address the applicable standards listed under the park Subdivision approval criteria specified in Section 5.12-125.

5.12-130 Tentative Plan Conditions subsection A.1 is amended to read as follows:

- A. Dedication of right-of-way and/or utility easements.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

1. Right-of-way, when shown in the Springfield Transportation System Plan (including the Conceptual Street Map) the transportation elements of refinement plans, or as specified in Table 4.2-1.

5.17-130 Conditions subsection A.1 is amended to read as follows:

- A. Dedication of right-of-way and/or utility easements.
 1. Right-of-way, when shown in the Springfield Transportation System Plan (including the Conceptual Street Map), the transportation elements of refinement plans; or as specified in Table 4.2-1.

5.20-130 Criteria is amended to read as follows:

- A. For the Vacation of public utility easements, the Director shall approve, approve with conditions, or deny the application. The application will be approved if the Vacation is found to be consistent with the following criteria:
 1. There are no present or future services, facilities, or utilities deemed to be necessary by a utility provider and the easement is not necessary; or
 2. If the utility provider deems the easement to be necessary, public services, facilities, or utilities can be extended in an orderly and efficient manner in an alternate location.
- B. Where the proposed Vacation of public rights-of-way, other city property, or Partition or Subdivision Plats is reviewed under Type IV procedure, the City Council shall approve, approve with conditions, or deny the Vacation application. The application will be approved if the Vacation is found to be consistent with the following approval criteria.
 1. The Vacation shall be in conformance with the Metro Plan, Springfield Transportation System Plan (including the Conceptual Street Map) and adopted Functional Plans, and applicable Refinement Plan diagram, Plan District map, or Conceptual Development Plan.
 3. The Vacation shall not conflict with the provisions of Springfield Municipal Code, 1997; and this Code, including but not limited to, street connectivity standards and block lengths; and
 3. There shall be no negative effects on access, traffic circulation, emergency service protection or any other benefit derived from the public right-of-way, publicly owned land or Partition or Subdivision Plat.
- C. Notwithstanding the provisions of Subsection B., above where the land affected by the proposed Vacation of public right-of-way, other public land as specified in ORS 271.080, or public easement will remain in public ownership and will continue to be used for a public purpose, the request shall be reviewed under the Type IV procedure. The City Council may approve the Vacation application if it is found to be consistent with the following criteria:
 1. The Vacation was initiated by the City Council pursuant to ORS 271.130(1);

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

2. Notice has been given pursuant to ORS 271.110(1);
3. Approval of the vacation would be consistent with provision of safe, convenient and reasonably direct routes for cyclists, pedestrians and vehicles as provided in OAR 660-012-00045(3);
4. Whether a greater public benefit would be obtained from the vacation than from retaining the right of way in its present status; and
5. Whether provisions have been made to ensure that the vacated property will remain in public ownership.

Chapter 6 – Definitions

6.1-110 Meaning of Specific Words and Terms is amended as follows: (1) to remove the definition of “Public Works Director,” and (2) to add or amend the following definitions:

AASHTO. American Association of State Highway and Transportation Officials.

Block. An area of land containing one or more lots/parcels surrounded by public or private streets.

Block Length. The distance along a public or private street between the centerline of two intersecting streets, including “T” intersections but excluding cul-de-sacs.

Block Perimeter. The sum of all block lengths for a given block, also measured as the distance to travel once completely around the block, ending at the starting point as measured from the centerline of the street.

Conceptual Street Map. A map adopted into the Transportation System Plan depicting existing and future multi-use path and arterial and collector street alignments.

Development and Public Works Department. The department responsible for the administration of this Code and the implementation of the Metro Plan within Springfield’s Urban Growth Boundary.

Director. The Development and Public Works Director or the duly authorized representative who is responsible for the administration and interpretation of this Code.

Frequent Transit Corridor. Arterial and collector roadways forming a Frequent Transit Network, as identified in the adopted Springfield Transportation System Plan, representing the highest order of transit service along major thoroughfares within the city. Characteristics of Frequent Transit Network corridors include, but are not limited to: 10-15 minute transit frequency during peak travel times, a well-connected street and transit network providing circulation integrated with pedestrian and bicycle connections, support and compatibility with urban design goals for development along the corridors, geographically equitable coverage serving populations protected by Title VI of the 1964 Civil Rights Act, and high-quality transit station amenities.

Future Development Plan. A line drawing (required for some land division proposals, or building permits in the City’s urbanizable area) that includes the following information: the location of future right-of-way dedications

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

based on the Springfield Transportation System Plan (including the Conceptual Street Map); block length and lot/parcel size standards of the SDC; a re-division plan at a minimum urban density established in this Code based on the existing Metro Plan designation of the property for any lot/parcel that is large enough to further divide; and the location of hillsides, riparian areas, drainage ways, jurisdictional wetlands and wooded areas showing how future development will address preservation, protection or removal.

Neighborhood Activity Center. Any public park or recreation facility, public or private school, government service, commercially zoned property, or mixed-use zoned property.

Linear Park. A public or private park that provides public access to trail-oriented activities, which may include walking, running, biking, or skating, and preserves open space. A linear park consists of a multi-use path, pedestrian trail, or bikeway, and related facilities.

Vision Clearance Area. A portion of land established at street, alley, or driveway intersections in which nothing may obstruct the sight distance of motorists entering or leaving the intersection, unless specifically exempted by this Code.



Staff Report and Findings

Metro Plan Type II Amendment- Type IV (Legislative) Procedure

Springfield Transportation System Plan Implementation

Project Name:	Springfield 2035 Transportation System Plan (TSP) Implementation
Project Proposal:	Amend the Springfield Development Code (SDC) to implement the policies in the TSP.
City of Springfield Case Number:	811-17-000165-TYP4 Development Code Amend.
Lane County Case Number:	PA 1359
DLCD Notification Date:	December 19, 2017 & October 15, 2019 (rev.)
Joint City of Springfield and Lane County Planning Commissions Hearing:	January 23 and February 6, 2018
Lane County Board 1st Reading:	October 15, 2019
Joint City Council and Board of County Commissioners Hearing:	November 4, 2019

I. EXECUTIVE SUMMARY PROJECT DESCRIPTION AND BACKGROUND

COMPONENTS

1. Development Code Amendment

The Springfield Transportation System Plan (TSP) was jointly adopted by the City of Springfield and Lane County in March of 2014. Through that process the City of Springfield determined how the transportation system is currently used and how it should change to meet the long-term (20-year) needs of Springfield's residents, businesses, and visitors. Through coordination with community members and affected public agencies, the City of Springfield developed a TSP for improvements of all modes of transportation in Springfield, including the roadway, bicycle and pedestrian, transit, and rail networks. The plan also includes a transportation improvement and financing plan. Since the TSP has been adopted, the City is now amending the Springfield Development Code (SDC) to implement the TSP policies.

Chapter 2 of the TSP contains Goals, Policies, and Action Items to provide direction for the next 20 years. The TSP Goals reflect the community's vision for Springfield's future transportation system and offer a framework for policies and action items. The policies, organized by goal, provide high-level direction for the City's policy and decision-makers and for City staff. The policies will be implemented over the life of the Plan. Specifically, many of these policies are implemented through the Springfield Development Code

(SDC). These newly updated policies provide baseline direction for the revisions and updates to the SDC and the Springfield Engineering Design Standards and Procedures Manual (EDSPM).

Chapter 7 of the TSP provides direction for the implementation updates included in this ordinance, including a reference to Appendix I.

Appendix I of the TSP provides a proposed outline of sections of the Springfield Development Code (SDC) to be amended to implement the TSP. This list has guided the development of the changes. The SDC revisions offer language to amend portions of the SDC furthering TSP implementation. In the attached Springfield Development Code Amendments (Exhibit A), existing language in relevant sections of the SDC is presented with new text underlined. Deleted text is shown in ~~striketrough~~ format. Relevant TSP policies and implementation actions applicable to Code changes are cited at the beginning of each Code section, along with explanatory findings.

II. BACKGROUND

The progress of this update was guided by the Project Management Team (PMT) made up of City of Springfield staff, under the direction of the project Oversight Team. The project Oversight Team is comprised of managers from various divisions within the Development and Public Works Department. The project was also guided by a Technical Review Team (TRT), Stakeholder Sounding Board (SSB), the Planning Commission, and the City Council.

The TRT provided guidance on technical aspects and consisted of representatives from affected governmental entities and regional partners. The SSB ensured that the needs of people in the community of Springfield were incorporated in the process. The SSB consisted of Springfield residents and other community stakeholders who provided input throughout the draft amendments development process.

After a thorough planning process involving the general public, stakeholders, other agency staff, and local and regional appointed and elected officials, staff prepared this report evaluating the changes. The report includes findings which address relevant approval criteria as described in this report. These findings provide a basis for concluding that the adoption of the changes meets the approval criteria found in SDC Sections 5.6-115 and 5.14-135 (as described below) and Lane County Code Section 12.225.

III. FINDINGS

Procedural Requirements

Finding: The *Metro Plan* describes itself as a framework plan that is intended to be supplemented by more detailed city-specific plans, programs, and policies (Metro Plan p. I-6).

Finding: The proposal includes amendments to the TSP and amendments to the Springfield Development Code (SDC). The TSP is a single subject plan that is a type of functional plan of the Metro Plan. The procedural requirements for amending the Metro Plan are provided in Metro Plan Chapter IV and SDC 5.14-100. Because the amendments apply only within Lane County and the City of Springfield, this Metro Plan amendment is a "Type II" amendment under SDC 5.14-115, requiring approval by the governing bodies of the City of Springfield and Lane County. Springfield is the "home city" for this amendment. Lane

County is included because the amendments may apply to unincorporated land within the Springfield UGB.

Finding: The Metro Plan and code amendments were initiated by the City of Springfield Development and Public Works Director (Director). The amendments are not site-specific and therefore are a legislative action.

Finding: SDC 5.14-130.A requires the City to provide notice to other relevant governing bodies. Notice was given to the City of Eugene and Lane County on December 19, 2017.

Finding: SDC Section 5.2-115 and Lane County Code Section 12.040 require legislative land use decisions be advertised in a newspaper of general circulation, providing information about the legislative action and the time, place, and location of the hearing. Notice of the public hearing concerning this matter was published on Friday, January 12, 2018 in the Eugene Register Guard, advertising the first evidentiary hearing before the joint City of Springfield and Lane County Planning Commissions on January 23, 2018, a continued joint Planning Commission hearing on Tuesday February 6, 2018. Notice of the joint Springfield City Council and Lane County Board of Commissioners public hearing held on November 4, 2019 was published on Wednesday, October 23, 2019. The content of the notice complied with the requirements in SDC Section 5.2-115 and Lane County Code 12.040 for legislative actions.

Finding: The Director is required to send notice to the Department of Land Conservation and Development (DLCD) as specified in OAR 660-18-0020. A "DLCD Notice of Proposed Amendment" was submitted in accordance with DLCD submission guidelines via the FTP website to the DLCD on December 19, 2017 alerting the agency to the City's proposal to amend the Metro Plan by amending the Springfield 2035 TSP, to adopt the Conceptual Street Map into the Springfield 2035 TSP, and to amend the Springfield Development Code. The notice was mailed more than 35 days in advance of the first evidentiary hearing as required by ORS 197.610 (1). A revised notice was provided to DLCD in accordance with the DLCD submission guidelines via the Post Acknowledgement Plan Amendment (PAPA) website on October 15, 2019 describing the changes made by the Planning Commissions after their public hearing and the Council Alternatives that Springfield City Council developed to put out for public hearing alongside the Planning Commissions' Recommendation during the November 4, 2019 joint public hearing.

Finding: ORS 227.186 requires the local government to mail a notice to every landowner whose property is proposed to be "rezoned" as a result of adoption or amendment of a proposed ordinance (also known as "Ballot Measure 56" notice). Property is "rezoned" under ORS 227.186 when a city adopts or amends an ordinance in a manner that limits or prohibits land uses previously allowed in the affected zone. The TSP and development code amendments may physically reduce the amount of land available for private uses in some circumstances and therefore may "rezone" property under ORS 227.186. The City mailed a notice complying with ORS 227.186 to every land owner within the City of Springfield urban growth boundary on December 14, 2017.

1. DEVELOPMENT CODE AMENDMENTS – APPROVAL CRITERIA

The applicable approval criteria for the development code amendments to implement the TSP are provided in SDC 5.6-115:

Springfield Transportation System Plan (TSP) Implementation
City of Springfield Case Number 811-17-000165-TYP4, Development Code Amendment; and Lane County Case Number PA 1359

In reaching a decision to adopt or amend the Springfield Development Code, the Council must adopt findings that demonstrate conformance to the following:

- (1) The Metro Plan;
- (2) Applicable State statutes; and
- (3) Applicable State-wide Planning Goals and Administrative Rules.

CODE AMENDMENT

CRITERION #1: SDC 5.6-115 A.1 CONFORMANCE WITH THE METRO PLAN

Finding: The Metro Plan is the DLCD acknowledged long range comprehensive plan for the City of Springfield. The 2035 Springfield Transportation System Plan (TSP) was adopted by Ordinance 6314 on March 13, 2014, and is the acknowledged Transportation Element of the Metro Plan for the City of Springfield.

Finding: Chapter 7 of the TSP addresses future amendments to the Springfield Development Code needed to implement the TSP. The specific changes that may be needed to implement the 2035 Springfield TSP are provided in the TSP Volume 2, Appendix I. The changes address the following:

- Needs of the transportation dependent and disadvantaged;
- System connectivity;
- Ways of supporting and promoting walking, biking, and taking transit;
- Treatment of transportation facilities in the land use planning and permitting process; and
- Update and adopt the Conceptual Street Map.

Finding: The TSP policies and implementation actions that are applicable to the code changes are cited at the beginning of each Code section in the Springfield Development Code (SDC) Amendments, along with specific findings for each set of code amendments.

CONCLUSION: Based on the findings above, including the findings in the attached Springfield Development Code Amendments, the amendments are consistent with the Metro Plan. SDC 5.6-115 Criterion B is met.

CODE AMENDMENT

CRITERION #2: SDC 5.6-115 A.2. CONFORMANCE WITH STATE STATUTES

Finding: ORS 197.610 requires local jurisdictions to submit proposed comprehensive plan or land use regulation changes to Department of Land Conservation and Development. As noted in the Procedural Findings on page 3 of this staff report, notice of the proposed implementing amendments to the Springfield Development Code was provided to DLCD more than 35 days in advance of the first evidentiary hearing concerning the amendments.

Finding: ORS 227.186 requires the local government to mail a notice to every landowner whose property is proposed to be "rezoned" as a result of adoption or amendment of a proposed ordinance (also known as "Ballot Measure 56" notice.) As noted in the Procedural Findings on page 3 of this staff report, notice complying with ORS 227.186 was mailed to every property owner within the Springfield UGB.

CONCLUSION: Based on the findings above, the code amendments are consistent with applicable state statutes. SDC 5.6-115 Criterion B has been met.

CODE AMENDMENT

CRITERION #2: SDC 5.6-115 C. CONFORMANCE WITH STATEWIDE PLANNING GOALS AND ADMINISTRATIVE RULES

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: An extensive and significant public outreach process occurred during the TSP update project that contributed to the Goals and Policies which were eventually adopted in the TSP and are now being used for the basis of this implementation process. For this implementation process this goal has been met through additional public outreach and an involvement process.

A Public Involvement Program for the implementation of the TSP was developed in preparation of the Project. This Program was reviewed and endorsed by the Committee for Citizen Involvement (i.e. the Springfield Planning Commission). The Program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process.

The outreach and public involvement process included the following engagement opportunities:

- Involvement on the Stakeholder Sounding Board
- Involvement of the Springfield Bicycle and Pedestrian Advisory Committee
- Information conveyed through the project website
- Mailed notice to every property owner in the Springfield UGB
- Public open house for stakeholders to see proposed changes, learn more, and provide feedback
- Published notice in the newspaper
- Public hearing process at the Planning Commission
- Public hearing process at the City Council

As a result of this public involvement process, the proposed amendments meet the requirements of Goal 1.

Statewide Planning Goal 2 – Land Use Planning:

This goal outlines the land use planning process and policy framework. The Metro Plan and TSP have been acknowledged by DLCD as being consistent with the statewide planning goals.

Statewide Planning Goals 3 & 4: Agricultural Lands and Forest Lands

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

Statewide Planning Goal 5 – Natural Resources

This goal requires the inventory and protection of natural resources, open spaces, historic areas and sites.

Finding: The City is currently in compliance with the State's Goal 5. The amendments do not alter the City's acknowledged Goal 5 inventories or land use programs. No changes will occur directly to current natural resource protections as a result of these amendments. Individual transportation project impacts are required to conduct a Goal 5 analysis during each project development phase. As a result, the amendments are in compliance with Goal 5 process requirements.

Statewide Planning Goal 6: Air, Water, and Land Resources Quality

To maintain and improve the quality of the air, water, and land resources of the state.

Finding: The City is currently in compliance with Statewide Planning Goal 6. The amendments do not alter the City's acknowledged land use programs regarding water quality and flood management protections. As a result, the amendments are in compliance with Goal 6.

Statewide Planning Goal 7 – Areas Subject to Natural Hazards

To protect people and property from natural hazards.

Finding: The City is currently in compliance with Goal 7. The amendments do not alter the City's acknowledged land use programs regarding potential landslide areas and flood protection.

Statewide Planning Goal 8 – Recreational Needs

This goal requires the satisfaction of the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Finding: The City is currently in compliance with Goal 8. The TSP includes some multi-use paths that meet a recreational need in addition to transportation need (see Willamalane Comprehensive Plan for paths that help meet recreational needs). As further explained in the findings in the Springfield Development Code (SDC) Amendments, the code amendments address these facilities by specifically permitting linear parks as a permitted use in various zoning districts and by establishing new improvement standards for multi-use paths in SDC 4.2-150. The code amendments are consistent with Goal 8.

Statewide Planning Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Finding: The code amendments implement acknowledged TSP policies to provide a multi-modal transportation system to meet the needs of the community into the future, including accommodating economic growth. The motor vehicle parking code amendments help implement TSP Policy 2.7 Action 1 by increasing developable area by right-sizing parking requirements. The code amendments are consistent with this goal.

Statewide Planning Goal 10: Housing

To provide adequate housing for the needs of the community, region, and state.

Finding: The amendments implement acknowledged TSP policies to provide a multi-modal transportation system to meet the needs of the community into the future, including accommodating its housing needs.

Springfield Transportation System Plan (TSP) Implementation

City of Springfield Case Number 811-17-000165-TYP4, Development Code Amendment; and Lane County Case Number PA 1359

Finding: Goal 10, OAR 660-008-0015, generally requires clear and objective approval standards regulating the development of needed housing on buildable land, or the provision for an alternative discretionary review procedure that complies with the rule. The code amendments that affect needed housing are written in clear and objective terms, including the street network standards in SDC 4.2-105E, requirements for motor vehicle parking SDC 4.6-110 and 4.6-125, and requirements for bicycle parking in SDC 4.6-145 through 4.6-155 that apply to residential uses. The code amendments are therefore consistent with Goal 10.

Statewide Planning Goal 11: Public Facilities and Services

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.

Finding: The amendments do not reduce any requirements for the extension or provision of public facilities or services during development review procedures and will have no effect on adopted and acknowledged public facilities plans. Additionally, adoption of the code amendments assists with infrastructure planning and construction as identified in the PFSP project lists, because the street network standards in SDC 4.2-105 assist with as-yet dedicated and constructed streets that provide infrastructure corridors for planned stormwater, sanitary sewer, water and electricity facilities. The code amendments are therefore consistent with Goal 11.

Statewide Planning Goal 12: Transportation

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

TPR Requirements	Springfield TSP Implementation
660-012-0045 Implementation of the Transportation System Plan	
(1) Each local government shall amend its land use regulations to implement the TSP.	The amendments implement the TSP in compliance with this section.
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:	The City of Springfield is adopting land use regulations to meet these standards by adopting the amendments.
(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;	New or revised provisions are addressing the public road spacing through block perimeter requirements (SDC 4.2-1105D.4 and 4.2-105E.4), medians (SDC 4.2-105F), and other measures in conformance with this provision.

TPR Requirements	Springfield TSP Implementation
(b) Standards to protect future operation of roads, transitways and major transit corridors;	New or revised provisions address street connectivity and minimum right-of-way and paving requirements (SDC 4.2-105C), minimum block length and block perimeter (SDC 4.2-105D.4 and SDC 4.2-105E.4), special street setbacks to preserve future connections (SDC 4.2-105M), and other measures consistent with this provision. SDC 4.2-120B supports access management on higher classification streets by requiring driveways to take access from lower classification streets when there is an option available. SDC 4.2-130C Exception allows for adjustments to vision clearance in accordance with the AASHTO Green Book in situations with safety concerns.
(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;	There are no airports existing or planned within the City of Springfield; therefore this provision is not applicable.
(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;	SDC 5.1-130 through SDC 5.1-140 require all Administrative, Quasi-Judicial, and Legislative land use decisions to be forwarded to a Development Review Committee for review and input. For applications that impact transportation facilities and services, the Development Review Committee includes outside transportation and transit agencies such as Lane Transit District, Lane County, and the State Highway Division. No changes to these provisions are included in the amendments.
(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;	The City has existing processes built into the Springfield Development Code to address impacts to and protect transportation facilities. These processes are contained in Chapter 5 of the SDC and include Ministerial, Administrative, and Quasi-Judicial review processes that provide for review of Land Division, Site Plan review, and other application types.

TPR Requirements	Springfield TSP Implementation
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: (A) Land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications which affect private access to roads; and (D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and	SDC 5.1-130 through SDC 5.1-140 require all Administrative, Quasi-Judicial, and Legislative land use decisions to be forwarded to a Development Review Committee for review and input. For applications that impact transportation facilities and services, the Development Review Committee includes outside transportation and transit agencies such as Lane Transit District, Lane County, and the State Highway Division. No changes to these provisions are included in the amendments.
(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.	Consistency with the Metro Plan is a criteria of approval for all development code amendments (SDC 5.6-115.A), zoning map amendments (SDC 5.22-115.C), and Metro Plan diagram amendments (SDC 5.14-135.B). The TSP is a component of the Metro Plan, and therefore these criteria comply with this provision of the TPR. No changes to these criteria are included in the amendments.
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.	The street network standards in SDC 4.2-105 implement this section of the rule, in addition to the amendments to the infrastructure standards in SDC Chapter 4 outlined below.
(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;	The bicycle parking requirements in SDC 4.6-155 Table 4.6-3 require bike parking facilities for all the identified uses.

TPR Requirements	Springfield TSP Implementation
(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways. (A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;	SDC 4.2-160 already provides for pedestrian accessways to allow pedestrians and bicyclists convenient linkages to adjacent streets, residential areas, neighborhood activity centers, industrial or commercial centers, transit facilities, parks, schools, open space, or trails and paths where no public street access exists; these requirements are not proposed to be repealed. Amendments to SDC 4.2-105D.4.c. allow accessways to be required instead of a street connection for certain exceptions to block length and perimeter standards. Amendments to SDC 4.2-105E.3.c. allow accessways to be required at a cul-de-sacs or dead-end-streets that are not stubbed streets to shorten the walking and biking distance from a cul-de-sac or dead-end street to a Neighborhood Activity Center. Amendments to SDC 4.2-120A.3 may require abutting parking areas within the same zoning district to provide driveway connections or pedestrian connections internal to the sites to provide efficient connectivity and provide more direct walking and biking routes. The amendments to SDC 4.6-145 through 155 require bicycle parking facilities for the uses described in this section of the rule. Amendments to SDC 4.7-195 improve pedestrian circulation on school sites between bicycle parking facilities and the main buildings on the site.
(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;	Amendments to SDC 4.2-105 and Table 4.2-1 clarify that bike lanes are required on all arterials, major collectors, and non-residential zoning district minor collectors and setback sidewalks on both sides of the street for all arterials, collectors, and local streets <15 slope, except where specific facility plans identify another requirement. Table 4.2-1 also requires sidewalks on both sides of the street for local streets >15 percent slope, without the planting strip.
(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;	The amendments to SDC 4.2-105 require dead end streets to provide adequate bike and pedestrian connections.

TPR Requirements	Springfield TSP Implementation
(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;	The street network standards in SDC 4.2-105 implement the TSP policies regarding connectivity and SDC 4.2-160 provide standards for accessways and comply with this section of the rule.
(E) Streets and accessways need not be required where one or more of the following conditions exist: (i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided; (ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or (iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.	The street network standards in SDC 4.2-105 implement the TSP policies regarding connectivity and comply with this section of the rule.
(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;	Amendments to SDC 4.2-105 and Table 4.2-1 clarify that on-street bike lanes are required on all arterials, major collectors, and non-residential zoning district minor collectors unless otherwise provided in a specific facility plan for those improvements (such as inclusion of an off-street multi-use path as part of a planned project identified in the TSP).

TPR Requirements	Springfield TSP Implementation
(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.	Standards for internal pedestrian circulation and access for new developments is provided in SDC 5.15-100 Minimum Development Standards and SDC 5.17-100 Site Plan Review for new commercial development. The code amendments do not include substantive changes to these provisions.
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)–(g) [of this rule]	The City of Springfield is served by Lane Transit District. The transit and pedestrian-oriented regulations required by this rule are implemented through the Springfield Development Code Nodal Overlay District in SDC 3.3-1000 and specific mixed-use development standards by zoning district. The code amendments do not include changes to these standards.
(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:	
(a) Allow transit-oriented developments (TODs) on lands along transit routes;	The Springfield Development Code implements transit-oriented development through the mixed-use plan districts and nodal overlay development standards. The code amendments do not contain substantive changes to these provisions.
(b) Implements a demand management program to meet the measurable standards set in the TSP in response to OAR 660-012-0035(4);	As outlined in the findings in the Springfield Development Code Amendments, the amendments implement TSP policies that adopt standards for increasing transportation choices and reducing reliance on the automobile.
(c) Implements a parking plan which [meets standards (A)-(D) identified in the rule]: (d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:	The code amendments implement subsection (5)(d) of this rule as outlined below.

TPR Requirements	Springfield TSP Implementation
(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;	The amendments to SDC 4.6-110 include new motor vehicle parking space reduction credits for bike parking, proximity to identified Frequent Transit Corridors, and for contributions to ADA facilities not otherwise required for a particular development. SDC 4.6-110L allows for a cumulative maximum reduction of 20% of the minimum off-street parking required in Table 4.6-2. SDC 4.6-110M. allows further reductions based upon the average peak period parking demand or peak parking demand identified by the applicant and supported with information that a reasonable person would rely upon, such as transportation demand management or a parking study for a similar development. These reductions apply to any non-residential development outside of the Downtown Exception Area and Glenwood Mixed-Use Plan District (where there are no adopted parking minimums), and effectively reduce the minimum off-street parking requirements to below 1990 levels.
(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;	SDC 4.6-110 currently allows shared parking and a ½ space credit for on-street parking to meet minimum parking requirements; the on-street parking provision remains for locations where there is no adopted plan to remove the on-street parking (i.e. where there is a planned bike lane on a collector street).
(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;	The changes to SDC 4.6-125 include an off-street parking maximum of 125% of the identified minimum parking requirement for all non-residential uses unless increased pursuant to a parking study.
(D) Exempt structured parking and on-street parking from parking maximums;	The parking maximum in SDC 4.6-125 is not applicable to on-street parking. Structured parking may be exempt from the maximum parking standard pursuant to a parking study to determine the parking demand.
(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and	Adopted parking lot landscaping standards in SDC 4.4-105.F already comply with this subsection, and no changes to these requirements are included.

TPR Requirements	Springfield TSP Implementation
(F) Provide for designation of residential parking districts.	The amendments to the parking standards in SDC 4.6-125 establish standards for residential uses that are separate from the requirements for non-residential districts and uses.
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;	SDC 4.6-110.B currently allows redevelopment of existing excess parking for any permitted use, which includes transit-oriented uses. The amendments allow motor vehicle parking reduction credits that may further decrease the parking requirements for existing uses.
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;	SDC 4.2-160 currently provides for pedestrian accessways for new development to provide convenient linkage to transit facilities (among other uses and facilities). The amendments to SDC 4.2-105D.4 and SDC 4.2-105E.4 block length and perimeter standards also provide for pedestrian accessways when block lengths exceed the identified maximums, to minimize pedestrian travel distances in all new development.
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.	As outlined in the findings in the Springfield Development Code Amendments, the amendments implement adopted TSP policies to support transit-oriented uses. SDC 4.6-110I-J allow for higher densities of land use in close proximity to Frequent Transit Corridors by reducing the motor vehicle off-street parking requirements.
(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.	Existing standards that apply to Site Plan Review (SDC 5.17-100) and Master Plan Review (SDC 5.13-100) comply with this section of the rule, and the code amendments do not substantively alter these requirements.

TPR Requirements	Springfield TSP Implementation
(6) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.	The amendments provide for more direct, convenient, and safer bike and pedestrian travel, including: • Addition of linear parks as permitted uses in various zones; • Amendments to the network standards in SDC 4.2-105; • Amendments to the minimum street standards in SDC 4.2-105 to clarify standards for pedestrian and bicycle facilities as required elements of certain street classifications (e.g. setback sidewalks and bike lanes); • Amendments to SDC 4.2-105 to require dead end streets to provide adequate bike and pedestrian connections; • Amendments to SDC 4.2-105D.4 block length standards to allow the Director to require pedestrian accessways when a block length or perimeter would exceed the applicable maximum; Amendments to infrastructure standards for site access and driveways (SDC 4.2-120A.3), sidewalks (SDC 4.2-135), lighting (SDC 4.2-145), multi-use paths (SDC 4.2-150), accessways (SDC 4.2-160), bicycle parking (SDC 4.6-145 and 4.6-150), and pedestrian access to and from school bicycle parking (SDC 4.7-195A.8).

TPR Requirements	Springfield TSP Implementation
(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.	The amendments to SDC 4.2-105 and Table 4.2-1 regarding minimum right-of-way and paving widths are intended to allow more flexibility for certain design elements that reduce paving width. For example, the current minimum right-of-way and paving width requirements do not distinguish between streets that provide on-street parking and those that do not. The changes permit narrower streets than currently permitted when no on-street parking is planned or when planned for only one side of the street. The minor collector in residential zoning districts allows for narrower streets by not requiring separated bike facilities.
<i>660-012-0060 Plan and Land Use Regulation Amendments</i>	
(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:	As outlined below, the code amendments merely implement the adopted TSP and do not significantly affect a transportation facility as defined by this rule.
(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);	The code amendments do not alter the functional classification of any existing or planned facilities.
(b) Change standards implementing a functional classification system; or	The code amendments implement, but do not alter, the TSP's adopted standards for implementing the functional classification system.

TPR Requirements	Springfield TSP Implementation
(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment. (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.	The code amendments implement TSP policies. They do not alter the performance standards for any existing or planned facilities identified in the TSP.

Statewide Planning Goal 13: Energy Conservation

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

Findings: The TSP provides direction for the City regarding transportation improvements, including strategies to reduce vehicle miles traveled and single occupancy vehicle trips and includes policy direction and facility improvements intended to provide improved high frequency public transit efficiency and connectivity. All of these improvements and strategies are intended to reduce energy consumption associated with the transportation system. The code amendments implement these policies. As a result, the code amendments are consistent with Goal 13.

Statewide Planning Goal 14: Urbanization

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

Finding: Goal 14 requires cities to estimate future growth rates and patterns, and to incorporate, plan, and zone enough land to meet the projected demands. The amendments do not repeal, replace, or void existing code provisions regarding urbanizable land or annexation. The code amendments are consistent with Goal 14.

Statewide Planning Goal 15: Willamette River Greenway

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

Finding: The amendments do not change the City's existing standards for development with respect to the Willamette River Greenway. The Greenway provisions allow development of permitted uses in the underlying zone, provided that all other Greenway requirements are satisfied. The code amendments are consistent with Goal 15.

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

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

CONCLUSION: Based on the findings above, the code amendments are consistent with the Statewide Planning Goals and administrative rules. SDC 5.6-115 Criterion A.3 has been met.

Springfield Development Code Amendments

SPRINGFIELD DEVELOPMENT CODE (SDC) AMENDMENTS with FINDINGS

Legislative Format

*** This version of the Springfield Development Code amendments shows existing language in relevant sections of the SDC presented below with new text underlined. Deleted text is shown in ~~striketrough~~ format. Text that has been moved is shown in double underlines, both in the ~~striketrough~~ deletion location as well as where it has been added. ***

Introduction

The *2035 Springfield Transportation System Plan* (TSP) reflects a community vision for Springfield's future transportation system by establishing goals, policies, and action items, as well as specific project lists for a 20-year planning horizon. The TSP was adopted by the Springfield City Council and Lane County Board of Commissioners in 2014 as a functional plan refining the *Eugene-Springfield Area Metropolitan Plan (Metro Plan)*, and fulfilling the City's requirements under statewide planning Goal 12 (Transportation). TSP policies "provide high-level direction for the City's policy and decision-makers and for City staff." Action items "offer direction to the City about steps needed to implement recommended policies."

Appendix I of the TSP provided an outline of sections of the Springfield Development Code (SDC) that may need to be amended to implement the TSP. The following SDC amendments help further implement the adopted TSP policies. Relevant TSP policies and implementation actions applicable to code amendments are cited at the beginning of each section, along with explanatory Findings.

1. Changes to Use Tables (SDC Chapter 3)

Relevant TSP Policies/Actions:

Policy 1.4: Strive to increase the percentage of bicycle and pedestrian system users by planning, designing, and managing systems to support the needs of diverse populations and types of users, including meeting Americans with Disabilities Act (ADA) needs.

Action 1: Create a network of bicycle and pedestrian routes and way-finding signage that guides users to destination points.

Policy 2.4: Maintain and preserve a safe and efficient bike and pedestrian system in Springfield.

Action 1: Coordinate with Willamalane Park and Recreation District to maintain and preserve the off-street path system.

Policy 3.2: Expand and enhance Springfield's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

Springfield Development Code Amendments

Action 4: Require bike lanes and paths to connect new development with nearby neighborhood activity centers and major destinations. Connectivity should include connecting bike facilities to each other as well as to major destinations.

Action 7: Design bike transportation routes that separate bicycle traffic from large volumes of fast-moving automobile traffic.

Policy 3.8: Coordinate the design of Springfield's transportation system with relevant local, regional, and state agencies.

Action 5: Coordinate with Willamalane Park and Recreation District to address bicycle and pedestrian system deficiencies and address new transportation system goals and policies in the Willamalane Park and Recreation District Comprehensive Plan, including providing improved connectivity to parks and open space areas.

Findings: The following amendments add "Linear Parks" to the list of Primary Uses allowed in various zoning districts. Although all three terms are defined in Code, currently "multi-use path" is allowed only in the Glenwood Riverfront Mixed-Use Plan District as a permitted use, and "bike paths" are permitted in the Campus Industrial District only as a secondary use. Staff interpretations of "low impact facilities" have authorized the Middle Fork and Millrace multi-use pathways in several zoning districts, absent clearly having the use enumerated in Code. The additions codify the use, eliminate the need for interpretation, and further the objectives behind the above policies and implementation actions. A definition for "Linear Park" is being added to Section 6.1-110.

Chapter 3 – Land Use Districts

3.2-200 Residential Zoning Districts

3.2-210 Schedule of Use Categories

Use Categories/Uses	Residential Districts			
	LDR	SLR	MDR	HDR
Public and Institutional Uses				
Churches (Section 4.7-130)	D*	D*	D*	D*
Educational facilities: public/private elementary/middle schools (Section 4.7-195)				
1 to 5 students in a private home (in a 24-hour period)	P*	P*	P*	P*
6 or more students (Section 4.7-195)	D*	D*	D*	D*
Parks: neighborhood and private (Section 4.7-200)	P/D*	P/D*	D*	D*
Linear Park	P	P	P	P

3.2-300 Commercial Zoning Districts

3.2-310 Schedule of Use Categories

Use Categories/Uses	Commercial Districts			
	NC	CC	MRC	GO

Springfield Development Code Amendments

Transportation Facilities (Section 4.7-240):				
Bus terminals	N	S	S	N
Transit Stations	N	D	N	N
Dock, boat ramps and marinas	N	S	S	N
Heliports	N	S	S	N
Helistops	N	S	S	N
Linear Park	P	P	P	P

3.2-400 Industrial Zoning Districts

3.2-410 Schedule of Light-Medium, Heavy and Special Heavy Industrial Use Categories

Use Categories/Uses	Industrial Districts		
	LMI	HI	SHI
Other Uses			
Agricultural cultivation of undeveloped land	P	P	P
Business, labor, scientific and professional organizations and headquarters	P	P	S
Public utility facilities:			
High impact facilities (Section 4.7-160)	S	S	S
Low impact facilities	P	P	S
Private/public Elementary and Middle Schools (Section 4.7-195)	D*	N	N
Certain Wireless Telecommunications Systems Facilities	See Section 4.3-145	See Section 4.3-145	See Section 4.3-145
Linear Park	P	P	P

3.2-415 Schedule of Campus Industrial Use Categories

Use Categories/Uses	CI District
Primary Uses(3)	
Advertising, marketing, and public relations	P
Agricultural cultivation is permitted as an interim use on undeveloped land, provided that spraying, dust, odors, and other side effects of the use do not interfere with the operation of permitted uses in the CI District (7)	P
Blueprinting and photocopying	P
Business Parks (2)	P
Call centers that process predominantly inbound telephone calls	P
Computer systems design services	P
Corporate headquarters, regional headquarters, and administrative offices (4)	P
Data processing and related services	P
E (electronic)-commerce including mail order houses	P
Educational facilities in business parks including, but not limited to, professional, vocational and business schools; and job training and vocational rehabilitation services	P
Graphic art services	P
High Impact Public Facilities (10)	P
Internet and web site and web search portal (includes services and technical support center)	P
Laboratories, including medical, dental and x-ray	P

Springfield Development Code Amendments

Large- and medium-scale research and development complexes (6)	P
Light industrial manufacturing involving the secondary processing of previously prepared materials into components or the assembly of components into finished products (1)	P
Mail distribution facilities (5)	P
Management, consulting, and public relations offices	P
Media productions, including, but not limited to: TV and radio broadcasting studios as well as cable and other program distribution and motion picture production	P
Linear Park	P
Non-profit organization office	P
Printing and publishing	P
Professional membership and union offices	P
Satellite telecommunications	P
Software development (includes services and technical support center) and publishing	P
Wired or wireless telecommunications carrier offices	P

3.2-600 Mixed-Use Zoning Districts

3.2-610 Schedule of Use Categories

Use Categories/Uses	Mixed-Use Districts		
	MUC	MUE	MUR
Transportation Facilities			
Heliports	N	P	N
Helistops	N	P	N
Public transit station, without park and ride lot	P	P	P
Linear Park	P	P	P

3.2-700 Public Land and Open Space Zoning District

3.2-710 Schedule of Use Categories

Use Categories/Uses	PLO District
Primary Uses (Section 4.7-203)	
Parks and Open Spaces	
Public and private parks and recreational facilities:	
Linear Park	P
Neighborhood Parks	P
Community Parks	S
Regional Parks	S
Private areas of greater than 1 acre reserved for open space as part of a cluster or hillside development	P
Publicly and privately owned golf courses and cemeteries	D

Springfield Development Code Amendments

R.V. parks and campgrounds within a regional park	S
R.V. parks and campgrounds outside of a regional park and without sanitary sewer service as a temporary use subject to termination when within 1,000 feet of sanitary sewer	D

3.2-800 Quarry and Mining Operations Zoning District

3.2-810 Schedule of Use Categories

Uses/Use Categories/Uses	QMO District
Extracting and storing of rocks and minerals, including equipment and materials necessary to carry out these functions	P
Plants for the processing of minerals from quarry and mining extraction operations	P
Sale of products generated from the quarrying and mining operation	P
Activities permitted as part of the reclamation process	P
Structures and buildings used in conjunction with the extracting and storing of mineral	P
Parking facilities for employees and customers	P
Tree felling necessary to prepare a site for mining or as a quarry activity as specified in Section 5.19-100	P
Low impact public facilities	P
High impact public facilities	P
Certain Wireless Telecommunications Systems Facilities (Section 4.3-145)	P
Night watchperson's quarters	P
Linear Park	P

3.3-800 Urbanizable Fringe Overlay District

3.3-815 Schedule of Use Categories when there is an Underlying Residential, Commercial, or Industrial District

Use Categories/Uses	Underlying Zoning District		
	Residential	Commercial	Industrial
Agricultural uses and structures	P	P	P
Child care facility (Section 4.7-125)	S	N	N
Detached single-family dwellings and manufactured homes (Section 3.3-825)	P	N	N
Home Occupations (Section 4.7-165)	S	S	S
Neighborhood parks that do not require urban services (Section 4.7-200)	S*	N	N
Partitions (Section 3.3-825E.)	P	N	N
Property Line Adjustments	P	N	N
High Impact Facilities (Section 4.7-160)	S*	S*	S*
Low Impact Facilities	P	P	P

Springfield Development Code Amendments

Temporary sales/display of produce, the majority of which is grown on the premises (Section 4.8-125)	P	P	P
Tree felling (Section 5.19-100)	P	P	P
R.V. parks and campgrounds (Section 4.7-220D.)	S*	N	N
RV parks and campgrounds that do not require urban services (Section 4.7-220D.)	N	D*	D*
Expansion of non-conforming uses existing on the effective date of Lane County's application (on either the /ICU or I/U District to the property (Section 3.3-825F.)	N	D*	D*
Expansion or replacement of lawful uses permitted in the underlying commercial or industrial district (Section 3.3-825F.)	N	P*	P*
Expansion or replacement of lawful Discretionary Uses in the underlying zoning district (Section 3.3-825F.)	N	D*	D*
New Permitted and Specific Development Standards in the underlying zoning district within existing structures (Section 3.3-825F.)	N	P*	P*
Manufactured home (night watch person) or manufactured unit (office) in an industrial district (Sections 4.7-185 and 4.7-170)	N	N	S*
Certain Wireless Telecommunications Systems Facilities	See Section 4.3-145	See Section 4.3-145	See Section 4.3-145
<u>Linear Park</u>	<u>P</u>	<u>P</u>	<u>P</u>

3.4-300 Booth-Kelly Mixed-Use Plan District

3.4-320 Schedule of Use Categories

CATEGORIES/USES-Use Categories/Uses	BKMU District
<i>Transportation Facilities (Section 4.7-240):</i>	
Bus terminals Transit Stations	D
Docks and marinas	D
Heliports	S
Helistops	S
<u>Linear Park</u>	<u>P</u>
Train Stations	S

2. Changes to Development Standards (SDC Chapter 4)

Relevant TSP Policies/Actions:

Policy 1.2: Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features.

Springfield Development Code Amendments

Policy 1.4: Strive to increase the percentage of bicycle and pedestrian system users by planning, designing, and managing systems to support the needs of diverse populations and types of users, including meeting Americans with Disabilities Act (ADA) needs.

Policy 2.1: Manage the roadway system to preserve safety, longevity, and operational efficiency.

Action 1: Evaluate, update, and implement access management regulations for new or modified access to the roadway system.

Policy 3.2: Expand and enhance Springfield's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

Action 1: Require bike lanes and/or adjacent paths along new and reconstructed arterial and major collector streets.

Action 4: Require bike lanes and paths to connect new development with nearby neighborhood activity centers and major destinations. Connectivity should include connecting bike facilities to each other as well as to major destinations.

Action 7: Design bike transportation routes that separate bicycle traffic from large volumes of fast-moving automobile traffic.

Policy 3.3: Street design standards should be flexible and allow appropriate-sized local, collector, and arterial streets based upon traffic flow, geography, efficient land use, social, economic and environmental impacts.

Action 1: Conduct a comprehensive review and update of Springfield street standards, and develop code to address transportation system deficiencies, adopted goals, and policies.

Action 2: Consider effects of stormwater runoff in street design and reduce runoff through environmentally sensitive street designs for new and reconstructed streets.

Action 3: Incorporate traffic calming measures into street designs and standards where appropriate, considering the needs of emergency services vehicles. Traffic calming measures should reduce vehicular speeds and bypass traffic while encouraging safe bicycle and pedestrian travel.

Action 4: Integrate pedestrian amenities into street designs that create pedestrian refuges and allow safe and continuous pedestrian travel.

Policy 3.4: Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.

Action 1: Design new streets to provide a connected grid network, including alleyways, when technically feasible.

Action 2: Construct sidewalks or other suitable pedestrian facilities along local streets and along urban area arterial and collector roadways, except freeways. ...

Springfield Development Code Amendments

Policy 3.5: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, freight, and the needs of emergency vehicles when planning and constructing roadway system improvements.

Action 1: Ensure that current design standards address mobility needs and meet ADA standards.

Policy 3.7: Provide for a pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible.

Findings: The following two sections include clarifying language, updates to plans referenced, and the addition of multi-use paths and bikeways to be consistent with adopted TSP policies and the Willamalane Park and Recreation District Comprehensive Plan.

Chapter 4 – Development Standards

4.1-105 Purpose

These regulations provide standards for the location, alignment, design and construction of the following public and private infrastructure: transportation and facilities, including streets, sidewalks, multi-use paths, and bikeways (Section 4.2-100); and utilities, including sanitary sewer, stormwater management, electricity, water service and wireless telecommunications systems facilities (Section 4.3-100).

4.1-110 Applicable Documents

- A.** Planning references for public and private improvements. This Section ensures that public and private improvements within the city limits and the City's urbanizable area are installed ~~and serve all lots/parcels to implement plan policies by providing logical and efficient connected systems serving all lots, parcels,~~ buildings or structures as specified in applicable ~~Metro Plan comprehensive plan~~ policies, including the Transportation System Plan and Auxiliary Map #1, TransPlan, other functional plans, ~~the Conceptual Local Street Map~~; applicable Refinement Plans, Plan Districts, City-adopted Master Plans, ~~the Willamalane Park and Recreation Comprehensive Plan~~, ~~and Conceptual Development Plans~~; this Code, and any other applicable regulations.
- B.** Construction and design references for public improvements under City jurisdiction. Specifications for the design, construction, reconstruction or repair of streets, alleys, sidewalks, multi-use paths, bikeways, bus turnouts, accessways, curbs, gutters, street lights, traffic signals, street signs, sanitary sewers, stormwater management systems, street trees and planter strips within the public right-of-way, medians, roundabouts and other public improvements within the city limits and the City's urbanizable area are as specified in this Code, the Springfield Municipal Code, ~~1997~~, the Stormwater Management Plan, the City's Engineering Design Standards and Procedures Manual, and the Public Works Standard Construction Specifications. The ~~Public Works~~ Director retains the right to modify the cited references on a case-by-case basis without the need of a Variance when existing conditions make their strict application impractical.

Springfield Development Code Amendments

- C. Construction and design references for other public agency improvements. Each public agency, including but not limited to, the provider of water, electricity, parks and public transit service that have specific construction standards shall submit correspondence during the Development Review process that addresses their construction requirements.
- D. Construction design references for private improvements.
1. Specifications for private street improvements within the city limits and the City's urbanizable area shall be approved by the ~~Public Works~~ Director as specified in Section 4.2-110 and the City's *Engineering Design Standards and Procedures Manual* and any other applicable regulations.
 2. Other private improvements within the city limits and the City's urbanizable area are as specified in this Code and/or approved by the Building Official.
- E. Americans with Disabilities Act. All applicable public and private improvements shall meet current applicable standards of the Americans with Disabilities Act.

Findings: Amendments to to SDC 4.2-105C., Table 4.2-1, are shown below as part of updating street design standards per TSP Policy 3.3, Action 1. Existing Code makes no reference to certain street or intersection typologies (i.e., multi-way boulevard and roundabout, respectively), which have unique right-of-way and design needs. The amended Code language allows for engineering standards for roundabouts and multi-way boulevards to be applied in a site-specific manner, rather than "one size fits all" specific numerical standards for minimum right-of-way and street widths in Table 4.2-1. The revision to minimum curb-to-curb width for local streets allows for possible modification of certain standards (i.e., right-of-way width for on-street parking, setback sidewalks, park strip width, etc.) to allow for more efficient use of land, provide more land for housing needs, and increase the ability for development to meet the City's standards for density, frontage and lot requirements. There are several examples in the City currently that have a 28 ft wide curb-to-curb width (i.e. E St east of 58th St). Some streets, such as N St north of Centennial between 13th and Mohawk and Ethan Ct are even narrower at 25 ft wide. The change legitimizes this as a minimum standard, while still accommodating pedestrian movement as called for in the above TSP policies. Some housekeeping text amendments are also included among the changes below.

To implement TSP Policy 3.4 and Policy 3.5, the amended code replaces the existing connectivity standards in SDC 4.2-105A.1.a with new street network standards in SDC 4.2-105D and E. First, SDC 4.2-105D includes General Criteria for street networks that apply to all categories of development, except needed housing, unless a housing developer elects to use the general criteria. These standards implement TSP policies that favor connectivity, mobility, and safety while providing flexibility for developers and the City. Second, SDC 4.2-105E contains street network standards for "Needed Housing." These standards apply to all housing development within the Springfield UGB that is identified as needed in the *Springfield 2030 Refinement Plan Residential Land Use and Housing Element*. The "Needed Housing" section includes clear and objective standards regulating

Springfield Development Code Amendments

the layout and number of local streets within a development, connections from the development area to the public street system, secondary emergency access, and pedestrian accessways. These regulations implement TSP Policy 3.4 and 3.5, and meet the requirement in the TPR to provide standards for the layout of local streets.

The block length and block perimeter standards in SDC 4.2-115 have been incorporated into the street network standards in this section for better organization of the code. Amendments to block length standards in SDC 4.2-105D.4 and SDC 4.2-105E.4 below help implement Policy 3.4, Action 1 and Policy 3.5, Action 1. The amendments further development of an interconnected street grid with safe, efficient movement for all travel modes, including emergency access, and provide more clarity regarding requirements and exceptions to standards.

The Planning Commission recommendation included a Local Street Network Map and subsection 4.2-105.D.2.a, which incorporated the Local Street Network Map by reference. (See Planning Commission Recommendation Exhibit A Springfield Development Code Amendments, Street Network Standards – General Criteria and Exhibit C Local Street Network Map.) The City Council has chosen to implement street connectivity policy objectives under the General Criteria track relying solely on the text standards in the Code and did not include a Local Street Network Map. Amendments to the Multi-Unit Design Standards in SDC 3.2-240D.6.b and 3.2-240D.9.c address a conflict between the Planning Commission’s Recommendation and the existing Multi-Unit Design Standards section of the Code.

The amendments to SDC 4.2-105G. establish that bonding or other financial surety is a specific requirement prior to issuance of occupancy permits or final plat approval when improvements are required by a development agreement but may not be constructed prior to final plat approval or occupancy. This requirement ensures that required public improvements are completed while providing some developer flexibility for timing/phasing of improvements. The Fairfield Inn & Suites currently under construction in Glenwood is an example of how SDC 4.2-105G may be applied. The hotel is the second of three proposed buildings on the development site. As part of this second phase, the developer proposed to construct parking that would eventually serve the third hotel. A bond was required to allow this parking lot development to occur at this early stage of development, to ensure that necessary improvements to screen the parking lot can be constructed if the third hotel is not eventually constructed on site.

Since roundabouts may be applied as a traffic control device in certain instances – rather than a stop sign or traffic signal – changes to SDC 4.2-105I are shown below to update street standards. Amendments below in a new subsection SDC 4.2-105L allows the Director to require traffic calming measures, consistent with implementing TSP Policy 3.3, Action 3. Other changes included below are housekeeping measures, or revisions to align with language used in the TSP.

SDC 4.2-105M adds a “Special Street Setback” for future street connectivity. This section is intended to ensure that development based only on a building permit (i.e. not site plan review, subdivisions,

Springfield Development Code Amendments

or partitions) is located in a way that preserves options for future street connectivity, should the subject property or neighboring properties redevelop in the future. The special street setback would require that buildings not be constructed on an area intended as a future right-of-way, either because there is existing right-of-way immediately next to the property that is of inadequate width or that is intended to continue through the property in the future. The setback does not require dedication of right-of-way until development occurs and does not set the right-of-way line. The setback would ensure that buildings are not constructed in locations that make future streets impossible or highly impractical to construct, thereby implementing Policy 3.4 to “[p]rovide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel,” and Policy 3.4 Action 1, “Design new streets to provide a connected grid network[.]”

SDC 4.2-105F Medians has been added. It was located in the *Engineering Design Specifications and Procedures Manual*, but should also be located in the Development Code and adopted by ordinance.

4.2-100 Infrastructure Standards – Transportation

4.2-105 Public Streets

A. General Provisions.

1. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, and to the planned use of land to be served by the streets. The street system shall assure efficient traffic circulation that is convenient and safe. Grades, tangents, curves and intersection angles shall be appropriate for the traffic to be carried, considering the terrain. Street location and design shall consider solar access to building sites as may be required to comply with the need for utility locations, and the preservation of natural and historic inventoried resources. Streets shall ordinarily conform to alignments depicted in TransPlan, the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts, Master Plans, Conceptual Development Plans, or the Conceptual Local Street Map. The arrangement of public streets shall provide for the continuation or appropriate projection of existing streets in the surrounding area, unless topographical or other conditions make continuance or conformance to existing street alignments impractical.
 - a. The following street connection standards shall be used in evaluating street alignment proposals not shown in or different from an adopted plan or that are different from the Conceptual Local Street Map:
 - i. ~~Streets shall be designed to efficiently and safely accommodate all modes of travel including emergency fire and medical service vehicles.~~
 - ii. ~~The layout of streets shall not create excessive travel lengths, particularly for pedestrians and cyclists.~~
 - iii. ~~Streets shall be interconnected to provide for the efficient provision of public facilities and for more even dispersal of traffic.~~

Springfield Development Code Amendments

- iv. ~~New streets shall be designed to accommodate pedestrians and bicycles safely.~~
- v. ~~The street circulation pattern shall provide connections to and from activity centers for example, schools, commercial areas, parks, employment centers, and other major attractors.~~
- vi. ~~Street design shall minimize impacts to waterways and wetlands, and shall follow slope contours where possible.~~
- vii. ~~Street design shall enhance the efficiency of the regional collector and arterial street system by providing relatively uniform volumes of traffic to provide for optimum dispersal.~~
- viii. ~~Streets identified, as future transit routes shall be designed to safely, efficiently and physically accommodate transit vehicles.~~
- ix. ~~Streets shall meet all design standards in this Code, the City's Engineering Design Standards and Procedures Manual, the Public Works Standard Construction Specifications, and the Springfield Municipal Code, 1997.~~
- x. ~~Streets shall provide logical and efficient extensions of the public street system to adjoining properties.~~
- b. The Director, in consultation with the Public Works Director, may modify the Conceptual Local Street Map when a proposed alignment is consistent with the street connection standards in Subsection 1.a., above or when existing conditions make application of the Conceptual Local Street Map impractical or inconsistent with accepted transportation planning principles.
2. ~~All public streets and alleys shall be dedicated and must be improved as specified in this Code. and must Streets shall be dedicated through the approval of a subdivision plat, or by acceptance of a deed when approved by the City for general traffic circulation, as specified in the Metro Plan and the TransPlan.~~
2. Functional Classification of Streets. The City's street system consists of streets that are classified as Major and Minor Arterial streets, ~~Minor Arterial, Major and Minor Collector streets, and Local streets and Alleys,~~ consistent with the Springfield Transportation System Plan (Figure 2) and the Federally Designated Roadway Functional Classification map, contained in the Regional Transportation Plan. Local Streets include all streets not classified as Arterial or Collector streets.
3. New connections to arterials and state highways must be consistent with any designated access management category. ~~Development Approval shall not be granted where a proposed application would create unsafe traffic conditions.~~
- B.4.** An applicant may be required to prepare a Traffic Impact Study (TIS) to identify potential traffic impacts from proposed development and needed mitigation measures. A TIS is required if any of the following criteria are met:
- 1a. Peak Hour Threshold. If a change in land use or intensification of an existing use generates 100 or more trips during any peak hour as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers *Trip Generation Manual*, a TIS shall be performed by a registered professional engineer.

Springfield Development Code Amendments

- 2b. Average Daily Traffic Threshold. If a change in land use or intensification of an existing use generates 1,000 or more trips per day as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers *Trip Generation Manual*, a TIS shall be performed by a registered professional engineer.
- 3e. Variance and Known Issues Threshold. The ~~Public Works~~ Director may determine that a TIS is necessary to support a request for a Variance from the transportation provisions of this code or where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development.
- 4d. The nature and extent of the TIS scope shall be determined by the ~~Public Works~~ Director based upon a trip distribution and assignment prepared by the Applicant. At a minimum, locations impacted by more than 20 trips during the identified peak hour shall be included in the trip distribution and assignment.
- 5e. The Director, ~~with the approval of the Public Works Director,~~ may modify TIS requirements consistent with applicable local and regional transportation system plans and the intent of this Code when existing conditions make their strict application impractical or inconsistent with accepted site planning or transportation planning principles.

~~B. Streets shall be dedicated through the approval of a subdivision plat, or by acceptance of a deed when approved by the City for general traffic circulation, as specified in the Metro Plan and the TransPlan.~~

C. ~~Street~~ Minimum street curb-to-curb widths and minimum street right-of-way widths are as specified in Table 4.2-1, unless otherwise indicated in ~~TransPlan~~ the Springfield Transportation System Plan, an applicable Refinement Plan, Plan District, Master Plan, Conceptual Development Plan, the Conceptual ~~Local Street Plan~~ or the adopted bicycle and pedestrian plan; ~~or where necessary to achieve right-of-way and street alignment; or as needed to meet site-specific engineering standards, including but not limited to requirements for multi-way boulevard and/or modern roundabout designs. Example street layouts meeting minimum street standards are provided in Figures 4.2-B through 4.2-PV for illustrative purposes only. These Figures are intended to demonstrate potential street configurations that meet the requirements.~~

Table 4.2-1

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

Type of Street	Minimum Right-of-Way	Minimum Curb-to-Curb
Major Arterial	100'	76'
Minor Arterial	70'	48'
Collector	60'	36' (3)
Local Street		
— <15 percent slope (1)	50' 57'	36'
— >15 percent slope (1)	40'	28' (2)
— <1,200' length and <1,000 vehicle trips/day	40'	28'
Cul-de-Sac Bulb	83'	70'
Alley	20'	20' (4)

(1) i.e. the average slope of the development area.

(2) 20' streets are allowed with approved parking bays of 8' x 24' per vehicle

Springfield Development Code Amendments

~~(3) Additional right-of-way may be required to accommodate a center turn lane where significant volumes of left turn traffic occur~~

~~(4) Alleys do not have curbs, 20' is entire paving width~~

TABLE BELOW COMPLETELY REPLACES EXISTING TABLE IN CODE

Fig. No.	Street Classification	Right-of-Way (1)	Curb-to-Curb Width (1)	Travel Lanes	Travel Lanes Width	Turn Lane Width (2)	Bikeways (3)	Planting Strip and Curb (4)	Sidewalk
4.2 B-D	Major Arterial (5)	100'/92'/84'	76'/69'/60'	4	12'	14' where required	6' both sides	5'	7' both sides
4.2 E-G	Minor Arterial (5)	76'/68'/60'	52'/44'/36'	2	12'	14' where required	6' both sides	5'	7' both sides
4.2 H-J	Major Collector	72'/64'/56'	52'/44'/36'	2	12'	14' where required	6' both sides	5'	5' both sides
4.2 K-M	Minor Collector – Non-Residential Zoning Districts (6)	70'/62'/54'	50'/42'/34'	2	11'	13' where required	6' both sides	5'	5' both sides
4.2 N-P	Minor Collector – Residential Zoning Districts (6)	58'/50'/42'	38'/30'/22'	2	11'	13' where required	N/A	5'	5' both sides
4.2 Q-S	Local Street <15 percent slope (7)	57'/49'/41'	36'/28'/20'	2	10'	N/A	Not required	5'	5' both sides
4.2 T-V	Local Street ≥15 percent slope (7)	48'/40'/32'	36'/28'/20'	2	10'	N/A	Not required	6" curbs only	5' both sides
	Cul-de-sac Bulb	83' diameter	70' diameter	N/A	N/A	N/A	N/A	5' around bulb	5' around bulb
	Alley	20'	No curbs, 18' paving width	N/A	N/A		N/A	Not required	Not required

(1) Minimum right-of-way widths and curb-to-curb widths are listed in this order: Streets with parking on both sides of street/Streets with parking on one side of street/Streets with no on-street parking. Where indicated, parking width is 8' per side of street. Minimum right-of-way widths and curb-to-curb widths listed above do not include additional right-of-way width and curb-to-curb width required to accommodate a center turn lane or center median.

(2) When a center turn lane or center median is required to address a significant volume of left-turn traffic or other safety or site-specific engineering concerns, additional right-of-way width and curb-to-curb width is required to accommodate the turn lane and/or center median. Width of the turn lane will be not less than the standard provided in Table 4.2-1 above.

(3) Bike lanes on one-way streets must be on the right side of the street, except in the case where a left-side bike lane would cause fewer conflicts, and people riding bicycles can return to the right safely.

(4) The planting strip and curb includes 4.5' planting strip and 6" curb on both sides of the street, unless otherwise indicated in Table 4.2-1.

Springfield Development Code Amendments

- (5) Arterial streets that are Oregon Department of Transportation (ODOT) facilities are not subject to the standards in Table 4.2-1, but must meet ODOT design standards.
- (6) Residential zoning districts are those listed in Section 3.2-205. All other zoning districts are non-residential for the purposes of Table 4.2-1. Where opposite sides of the street are zoned with residential and non-residential uses, the non-residential standards apply.
- (7) Slope is the average slope of the development area per the calculation in SDC 3.3-520.A. Minimum right-of-way curb-to-curb width for local streets includes 6" behind the sidewalk for property pins.

~~D. Functional Classification of Streets. The City's street system consists of streets that are classified as Major Arterial; Minor Arterial; Collector and Local, consistent with the Federally Designated Roadway Functional Classification map, contained in the Regional Transportation Plan. Local Streets include all streets not classified as Arterial or Collector streets.~~

D. Street Network Standards – General Criteria.

1. ~~Collector and Arterial Streets. Subject to the standards of this code, the location of collectors streets and arterials streets must comply with the Transportation System Plan, including the Conceptual Street Map.~~
2. Local Streets. The local street network, which includes pedestrian accessways and multiuse paths, must meet the following standards:
 - a. ~~Streets shall be designed to~~ The local street network must efficiently and safely accommodate all modes of travel including pedestrians, bicyclists, and emergency fire and medical service vehicles.
 - b. ~~The layout of streets shall~~ The local street network must not create excessive travel lengths, particularly for pedestrians and cyclists.
 - c. ~~Streets shall~~ must be interconnected to provide for the efficient provision of public and private utilities facilities and for more even dispersal of traffic.
 - d. ~~New streets shall be designed to~~ The local street network must safely accommodate pedestrians and bicycles cyclists safely.
 - d. ~~The street circulation pattern shall~~ Streets must provide connections to and from Neighborhood Activity Centers activity centers for example, schools, commercial areas, parks, employment centers, and other major attractors and other areas that attract high levels of pedestrian and bicycle traffic, or alternative bicycle or pedestrian facilities must provide connections where street connections are not practical.
 - e. ~~Street design shall minimize~~ The alignment of local streets must minimize mitigate impacts to waterways and wetlands, and shall must follow slope contours where possible.
 - f. ~~Street design shall~~ The alignment of local streets must enhance the efficiency of the regional collector and arterial street system by providing relatively uniform volumes of traffic to provide for balancing traffic volumes on local streets to promote optimum dispersal.

Springfield Development Code Amendments

~~g. Streets shall~~ The local street network must provide logical and efficient extensions of the public street system to adjoining properties.

3. Dead-End Streets.

~~a. Dead-end streets shall~~ must terminate in a cul-de-sac bulb, "hammerhead," or other design that provides an adequate vehicular turn-around areas, Public Works access, and pedestrian and bicycle connections as ~~may be approved by the Public Works Director and the Fire Marshal.~~ When development generates additional vehicular trips on an existing dead-end street without a turnaround area, the development must include a turnaround area on the dead-end street that meets the requirements of this subsection.

~~b. A dead-end street, excluding the bulb or other approved vehicular turn-around area, shall~~ must have a minimum length of 65 feet and ~~shall~~ must have a maximum length of 400 feet as measured from the nearest curb line of the intersecting street. The right-of-way and paving requirements for cul-de-sacs, including the bulbs and ~~or other approved vehicular turn-around areas,~~ are as specified in Table 4.2-1 of this Code, the Oregon Fire Code, the Development & Public Works Standard Construction Specifications and the City's Engineering Design Standards and Procedures Manual.

EXCEPTION: Where streets that are planned to be through streets are partially constructed during phased development, temporary dead-end streets with temporary vehicular turn-around areas will be permitted as specified in the City's Engineering Design Standards and Procedures Manual that meet the requirements for a dead-end fire apparatus access road will be permitted with a maximum length of 600 feet as measured from the nearest curb line of the intersecting street. ~~In this case, the 400-foot maximum length standard shall not apply.~~

4. Block Length and Block Perimeter

- a. Block perimeter for all street classifications must not exceed the following maximums, except as provided or exempted elsewhere in this Code or in an applicable Refinement Plan or Plan District:
- i. 1,400 feet in Mixed-Use Districts consistent with standards in Section 3.2-625E;
 - ii. 2,600 feet in industrial zoning districts;
 - iii. 2,400 feet for multi-unit development subject to Section 3.2-240A; and
 - iv. 1,600 feet in other zoning districts.
- b. Block length must not exceed:
- i. 600 feet for local street not in industrial zones or that do not serve industrial non-conforming or the maximum block length established in an applicable Refinement Plan or Plan District, whichever is less;
 - ii. 800 feet for multi-unit development subject to Section 3.2-240A or the maximum block length established in an applicable Refinement Plan or Plan District; whichever is less;
 - iii. 1,000 feet for local streets in industrial zones or that serve industrial non-conforming uses or the maximum block length established in an applicable adopted Refinement Plan or Plan District, whichever is less.

Springfield Development Code Amendments

c. **EXCEPTION:** The Director may authorize a block length or block perimeter that exceeds the applicable maximum specified in this Section. In authorizing a block length or block perimeter that exceeds the above maximum lengths, the Director may establish requirements for interim street connectivity and/or pedestrian accessways consistent with standards in Section 4.2-160. Where the extension of a public street would create a block length or block perimeter that exceeds the applicable maximum, the block length and block perimeter must be as close as possible to the applicable maximum. The Director will authorize an exception only if the applicant/developer demonstrates that the existence of any of the following conditions justifies the exception:

i. Physical conditions that cannot be mitigated necessitate a block length or block perimeter that is longer than the applicable maximum ~~preclude a block length of 600 feet or less.~~ These conditions may include topography or the existence of physical features, including, but not limited to: wetlands, ponds, streams, channels, rivers, lakes, ~~or steep grades,~~ or a resource under protection by State or Federal law; or

ii. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots/ or parcels that physically necessitate a block length or block perimeter that is longer than the applicable maximum ~~preclude a block length 600 feet or less, considering the potential for redevelopment;~~ or

iii. Industrial development areas greater than 25 acres pursuant to an adopted Master Plan.

E. Street Network Standards – Needed Housing. The development of needed housing, as defined in ORS 197.303, must meet the following street network standards, unless the applicant elects review under the general criteria in Section 4.2-105D.

1. Collector and Arterial Streets. Subject to the standards of this Code, the location of collector and arterial streets must comply with the Transportation System Plan, including the Conceptual Street Map.

2. Local Streets. The local street network must meet the following standards:

a. New local streets, pedestrian accessways, and multiuse paths within a development area must connect to all existing or planned local streets, accessways, and multiuse paths, respectively, including truncated or “stub” streets, accessways, or multiuse paths that abut the development area. For the purposes of this Section, a planned street, accessway, or multiuse path means unimproved dedicated right-of-way; a street or multiuse path adopted in the Transportation System Plan; or a street, accessway, or multiuse path shown in an approved Master Plan, Site Plan, Conceptual Development Plan, or Subdivision Plan.

b. Where there is an existing or planned local street or multiuse path within ¼ mile of the outer boundary of the development area, a new local street or multiuse path must extend to the outer boundary lines of the development area in alignment with the centerline of existing or planned street or multiuse path. The new street or multiuse path and existing or planned street or multiuse path are in alignment if the angle

Springfield Development Code Amendments

- 561 between the projection of the centerlines of both streets is not less than 170 degrees or
 562 more than 190 degrees.
- 563
- 564 c. Local streets spaced no greater than 600 feet apart from centerline to centerline must
 565 extend to all undeveloped or underdeveloped land that is adjacent to the development
 566 area, zoned or designated for residential or mixed use, and 5 contiguous gross acres or
 567 larger. For the purposes of this Section, "underdeveloped" means lots and parcels that
 568 are developed at less than half the minimum residential density required in the
 569 underlying zoning district.
- 570
- 571 d. The number of new local street intersections with major collector or arterial streets that
 572 provide ingress or egress to the development area must be the smallest number
 573 necessary to ensure that not more than 100 dwelling units are attributed to any one
 574 intersection with a major collector or arterial street, including via existing local streets
 575 that intersect major collector or arterial streets outside the development area. A
 576 dwelling unit is attributed to the intersection of a local street and major collector or
 577 arterial street that has the smallest travel distance from the centerline of the street at
 578 the midpoint of the dwelling unit's frontage to the centerline of the street at the
 579 boundary line of the development area.
- 580
- 581 e. **EXCEPTION:** Street, accessway, and multiuse path connections to adjacent property
 582 under Sections 4.2-105E.2.a through 4.2-105E.2.d above are not required where the
 583 following barriers physically prevent their construction: railroad right-of-way, limited
 584 access highway or freeway right-of-way, existing development, streets that would be
 585 unable to meet the slope standards specified in Section 3.3-525, natural resource
 586 protection areas listed in Section 4.3-117B, or Historic Landmark Sites or Structures
 587 established on the Historic Landmark Inventory according to Section 3.3-920 of this
 588 Code.
- 589
- 590 f. Developments must provide fire apparatus access roads as required by and in
compliance with the Oregon Fire Code.
- 591 3. Cul-de-sacs and Dead-End Streets. New and existing dead-end streets and cul-de-sacs must meet
 592 the standards for dead-end fire apparatus access roads in the Oregon Fire Code and the following
 593 standards:
- 594 a. Cul-de-sacs and dead-end streets that are not planned to be through streets are
 595 permitted only when physical barriers prevent the construction of through streets or
 596 stubbed streets that meet the local street network standards in Section 4.2-105E.2, or
 597 the block length and block perimeter standards in Section 4.2-105E.6. Physical barriers
 598 are railroad right-of-way, limited access highway or freeway rights-of-way, existing
 599 development, streets that would be unable to meet the slope standards specified in
 600 Section 3.3-525, natural resource protection areas listed in Section 4.3-117B, or Historic
 601 Landmark Sites or Structures established on the Historic Landmark Inventory according
 602 to Section 3.3-920 of this Code.
- 603

Springfield Development Code Amendments

b. All cul-de-sacs and dead-end streets, including stubbed streets required under Sections 4.2-105E.2.a through 4.2-105E.2.c above, must meet the length standards in Section 4.2-105D.3.b.

c. A cul-de-sac or dead-end street that is not a stubbed street must include one or more pedestrian accessways or multiuse path connections from the cul-de-sac or dead-end street to an existing or planned street, accessway, or multiuse path when the cul-de-sac or dead end street is within ¼ mile of a Neighborhood Activity Center, as measured in a straight line from the nearest outer boundary of the Neighborhood Activity Center to the centerline of the dead-end street at its terminus or the center point of the cul-de-sac. The accessway or multiuse path must be located in a manner that would shorten the walking and biking distance from the cul-de-sac or dead-end street to the Neighborhood Activity Center as compared to the shortest walking or biking distance without the connection.

EXCEPTIONS: An accessway or multiuse path is not required where physical barriers listed under Section 4.2-105E.3.a above prevent construction of any accessway or multiuse path under this section, or when no accessway or multiuse path would decrease the walking or biking distance from the cul-de-sac or dead-end street to the Neighborhood Activity Center.

4. Block Length and Block Perimeter.

a. Block perimeter for all local and minor collector streets must not exceed the following maximums:

i. 1,400 feet in Mixed-Use Districts, consistent with standards in Section 3.2-625E.

ii. 2,400 feet for multi-unit development subject to Section 3.2-240A; and

iii. 1,600 feet for all other development and in all other zoning districts.

b. Block length for local streets must not exceed:

i. 800 feet for multi-unit development in residential zoning districts; and

ii. 600 feet for all residential development other than multi-unit development in all zoning districts.

5. Maximum Street Grades. Street grades must not exceed 8% on major and minor arterial streets, 10% on major and minor collector streets, and 12% on local streets.

6. Intersections of Streets and Alleys.

a. Angles. Streets and alleys must intersect one another at an angle as close to a right angle (i.e. 90 degrees) as possible. Street intersections must have a minimum intersection angle of 80 degrees. All legs of an intersection must meet the above standard for at least 100 feet from the point of intersection of the street centerlines. No more than two streets may intersect at any location (i.e. not creating more than a four-legged intersection) unless at a roundabout.

Springfield Development Code Amendments

- b. Intersection Offsets. Intersections must be offset at least 100 feet on a local street, 200 feet on a minor collector street, and 400 feet on a major collector or arterial street, or the safe stopping sight distance as determined by the AASHTO publication "A Policy on Geometric Design of Highways and Streets," whichever is greater. Offset distance must be measured from the curb or edge of pavement or, where there is no curb, to the closest curb or edge of pavement of the next offset street.

F. Medians.

1. General. A raised median physically deters vehicles from crossing or entering a median area by way of a raised curb or concrete barrier. Raised medians help avoid crashes caused by crossover traffic, reduce headlight glare distraction, prevent traffic turning left from through lanes, provide refuge for pedestrians crossing the street, and remove turning traffic from through lanes, thereby maintaining efficient and safe traffic flow. Median design and installation must follow the standards in the Manual on Uniform Traffic Control Devices and AASHTO's "A Policy on Geometric Design of Highways and Streets."

2. Raised Median Width and Size.

- a. In addition to the minimum street curb-to-curb and right-of-way standards specified in Section 4.2-105.C, extra right-of-way width for medians may be required to address known safety issues or fulfill safety and operational needs as specified in this Code or identified in an engineering study.

b. Elongated Median.

- i. An elongated median intended to deter turning movements must be a minimum of four (4) feet wide and no less than 150 square feet in area. Where a raised median is required on a facility with an existing median area between opposing travel lanes, the new raised median must be the same width as the existing median area minus the distance from the edge line striping required in the Manual on Uniform Traffic Control Devices. In special circumstances where the necessary right-of-way cannot be provided or obtained, medians intended to deter turning movements may be as narrow as two (2) feet wide as approved by the Director.

- ii. An elongated median intended as a pedestrian refuge must be a minimum of eight (8) feet wide, and no less than 150 square feet in area. In special circumstances where the necessary right-of-way cannot be provided or obtained, pedestrian refuge medians may be as narrow as six (6) feet wide as approved by the Director.

3. Length of a Raised Median.

- a. Where medians are required to prohibit turns into a specific access, the median must fully cover the access location plus an additional twenty (20) feet on either end. Modifications to median length given site specific needs may be approved by the Director.

- b. The length of raised medians not intended for pedestrian refuge is determined based on the storage length requirements of a turn lane as determined in a Traffic Impact Study (TIS), or based on safety and operational needs of the street first and access second.

Springfield Development Code Amendments

F. Dead End Streets.

1. Dead end streets shall terminate in cul de sac bulb, "hammerhead" or other design that provides an adequate vehicular turn around area as may be approved by the Public Works Director and the Fire Marshal.

2. A dead end street, excluding the bulb or other approved vehicular turn around area, shall have a minimum length of 65 feet and shall have a maximum length of 400 feet as measured from the nearest curb line of the intersecting street. The right of way and paving requirements for cul de sacs, including the bulb or other approved vehicular turn around area, are as specified in the Public Works Standard Construction Specifications and the City's Engineering Design Standards and Procedures Manual.

EXCEPTION: Where streets that are planned to be through streets are partially constructed during phased development, temporary dead end streets with temporary vehicular turn around areas will be permitted as specified in the City's Engineering Design Standards and Procedures Manual. In this case, the 400 foot maximum length standard shall not apply.

3. Where there is an existing dead end street without a turn around at the time of development that generates additional vehicular trips, the property owner shall provide for a turn around area to the satisfaction of the Public Works Director and the Fire Marshall. Permitted vehicular turn around areas may include, but are not limited to hammerheads, partial cul de sac bulbs and private driveways.

F. Where necessary to ensure that adequate access will be feasible for the orderly development and/or division of adjacent land or to provide for the transportation and access needs of the City as determined by the Public Works Director, streets shall be extended to the appropriate boundary of the property proposed to be developed, partitioned or subdivided. A City standard barricade and/or signs and markings as may be necessary to adequately warn traffic approaching the end of the street shall be constructed at the developer's expense.

G. Additional Right-of-Way and Street Improvements

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

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 shall be fully improved to City specifications in accordance with the following criteria:

- a. When fully improved street right-of-way abuts the property line of the subject property, street improvements shall be constructed across the entire property frontage.
- b. When there is a fully improved partial-width street opposite the frontage of the subject property, street improvements shall be constructed across the entire property frontage to provide a full-width street.

Springfield Development Code Amendments

- c. Where property has frontage on unpaved street right-of-way, or where unpaved street right-of-way extends to a side property boundary, the minimum level of street improvements necessary to provide for the safe and efficient movement of vehicles and pedestrians from/to the proposed development shall be constructed.
- d. Where there is multifamily residential, commercial or industrial development at the intersection of a fully improved street and an unimproved street, if access is taken from the unimproved street, the unimproved street frontage shall be improved.

EXCEPTIONS:

- i. In all other cases of unimproved streets, an Improvement Agreement shall be required as a condition of Development Approval, postponing improvements until the time that a City street improvement project is initiated.
 - ii. In the case of siting accessory structures and other structures not occupied by humans, and changes of use which do not increase parking requirements shall not be considered development which increases traffic on the City street system; full street improvement or an Improvement Agreement shall not be required.
3. ~~In subdivisions, 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 ~~may be required~~.
 4. Partial-width streets shall be permitted only if both of the following approval criteria are met:
 - a. There is inadequate right-of-way to install a full-width street improvement without changing street alignments; and
 - b. The partial-width street is adequate to carry anticipated traffic loads until adjacent properties are developed and the street is fully improved.
 5. If the developer bears the full cost of dedicating the necessary right-of-way for and/or constructing partial-width street improvements, the developer may retain a reserve strip subject to the following terms and conditions:
 - a. The retention of this strip does not constitute either an express or implied agreement by the City:
 - i. To require an abutting property owner to take access to the street across the reserve strip;
 - ii. To withhold approval of development and building on abutting property unless the abutting property owner takes access to the street across the reserve strip;
 - iii. That it will not or cannot prohibit access from abutting properties to the street across the reserve strip.
 - b. Abutting property owners may purchase access rights across the reserve strip by paying to the developer a prorated share of the developer's costs of the fully improved street. The developer shall submit actual development costs to the City within 6 months following street construction. The cost of purchasing access rights across the reserve

Springfield Development Code Amendments

strip shall include the actual construction cost per lineal foot, plus inflation, at a rate not to exceed 5 percent per year. It shall not be the City's responsibility to record legal documents.

H. Where a development would result in the need to improve a railroad crossing, or an approach to a railroad crossing, the developer ~~shall~~must bear the cost for the permitting and improvements. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.

I. ~~Signs and Signals~~Traffic Control Devices.

1. All traffic control signs, ~~traffic signals~~ pavement markings, ~~and~~ street name signs, and other traffic control devices must be ~~shall be~~ in conformance with the U.S. Department of Transportation's Manual of Uniform Traffic Control Devices for Streets and Highways (including Oregon supplements), the City's *Engineering Design Standards and Procedures Manual*, and the Development & Public Works Standard Construction Specifications and this Code.

2. Unless otherwise approved by the ~~Public Works~~ Director:

a. The developer is responsible for providing and installing all traffic control devices and street name signs as necessary to support the proposed development.

b. Where a proposed street intersection will result in an immediate need for a traffic ~~signal~~ control device, the developer shall bear the cost for the improvements. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.

J. Bus turn out lanes ~~shall~~must be consistent with current standards in the City's Engineering Design Standards and Procedures Manual ~~adopted Lane Transit District construction and design standards and location policies.~~

K. Street names are assigned as specified in the Springfield Municipal Code, ~~1997~~.

L. The Director may require a developer to install traffic calming measures, including, but not limited to, speed tables and mini-roundabouts, to address public safety considerations on roadways.

M. Special Street Setbacks.

1. A special street setback is established in the following circumstances:

a. A special street setback is established as provided in Table 4.2-1A wherever there is (i) partially-improved or unimproved street or alley right-of-way of inadequate width abutting a property, (ii) right-of-way that terminates at a property line, or (iii) right-of-way that terminates at a T-intersection with a local street abutting the property line.

b. A special street setback is established wherever future right-of-way is shown in the Springfield Transportation System Plan, a refinement plan, or on an adopted Master Plan, Site Plan, Conceptual Development Plan, Subdivision or Partition for the width of the street shown on said plan, or as provided in Table 4.2-1A if no width is specified.

Springfield Development Code Amendments

- 844 2. Buildings are not permitted within the special street setback specified in this section. Any portion
845 of a building lawfully established within a special street setback prior to adoption of this
846 ordinance is considered a non-conforming building subject to Section 5.8-100 of this Code.
847
- 848 3. The special street setbacks provided in Table 4.2-1A are based on the functional classification of
849 the street as shown in the Springfield Transportation System Plan, including the Conceptual
850 Street Map. Where a street is not shown in the Springfield TSP, including the Conceptual Street
851 Map, the special setback for local streets applies.
852
- 853 4. The special setback provided in Table 4.2-1A is measured from the centerline of the existing or
854 future street right-of-way as follows:
855
- 856 a. Where partially-improved or unimproved right-of-way of inadequate width abuts a
857 property line, the setback is measured from the location where the centerline would be
858 if the street was fully improved.
859
- 860 b. Where right-of-way terminates at the property line or at a T-intersection on only one
861 side of a property, the centerline is the straight line continuation of the centerline of the
862 abutting right-of-way until it reaches the property line on the opposing side.
863
- 864 c. Where right-of-way terminates at the property boundary on two sides, the centerline is
865 the straight line between the points where the right-of-way centerlines intersect the
866 property lines on each side.
867
- 868 d. Where right-of-way terminates at the property line on one side and at a T-intersection
869 on the other side, the centerline is the straight line from the right-of-way centerline
870 intersection with the property line to the intersection of the existing street centerlines
871 at the T-intersection.
872
- 873 e. Where right-of-way terminates at T-intersections on two sides of a property, the
874 centerline is the straight line between the intersections of the existing street centerlines
875 at each T-intersection.
876
- 877 5. Other yard or building setbacks are in addition to the special setbacks required by this section.
878 Those setback distances must be measured at right angles to the street centerline specified
879 above.
880

Springfield Development Code Amendments

THE ENTIRE TABLE BELOW IS NEW

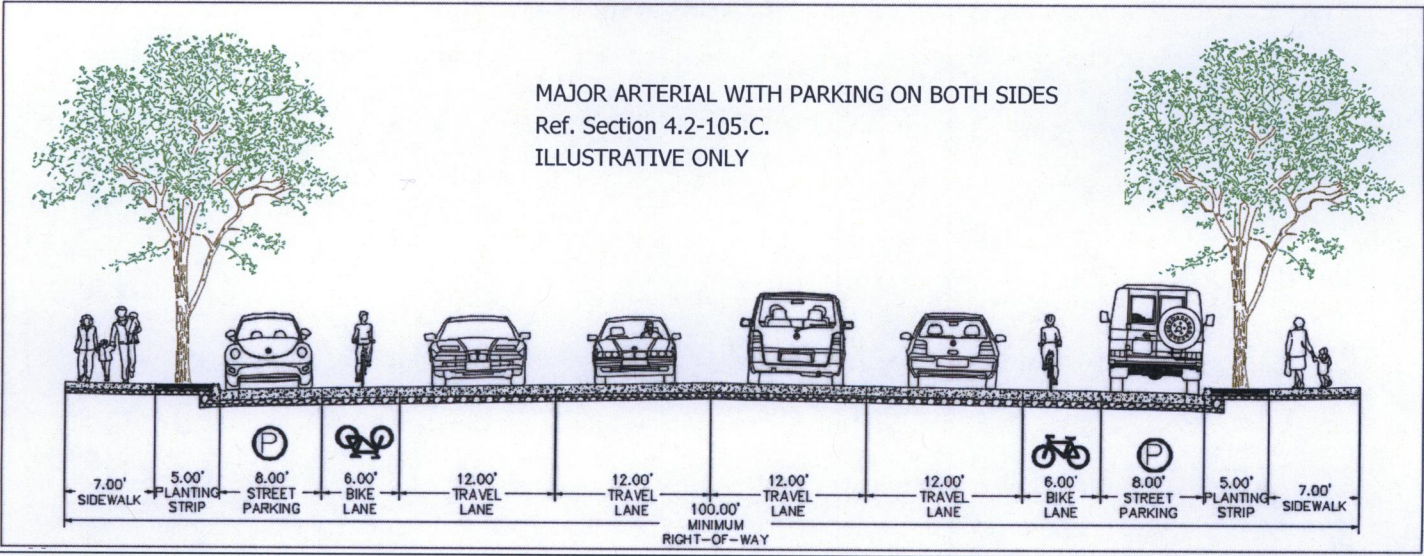
Table 4.2-1A
Special Street Setbacks

Street Classification	Setback Distance from the Centerline (1)
Major Arterial	50'
Minor Arterial	38'
Major Collector	36'
Minor Collector	35'
Local Street, <15 percent slope	28.5'
Local Street, ≥15 percent slope	28'
Alley	10'

(1) Where fully improved right-of-way abuts the property line of the subject property, the setback distance is one-half of the width of the existing, fully improved right-of-way.

ALL OF THE FOLLOWING FIGURES ARE NEW

Figure 4.2-B

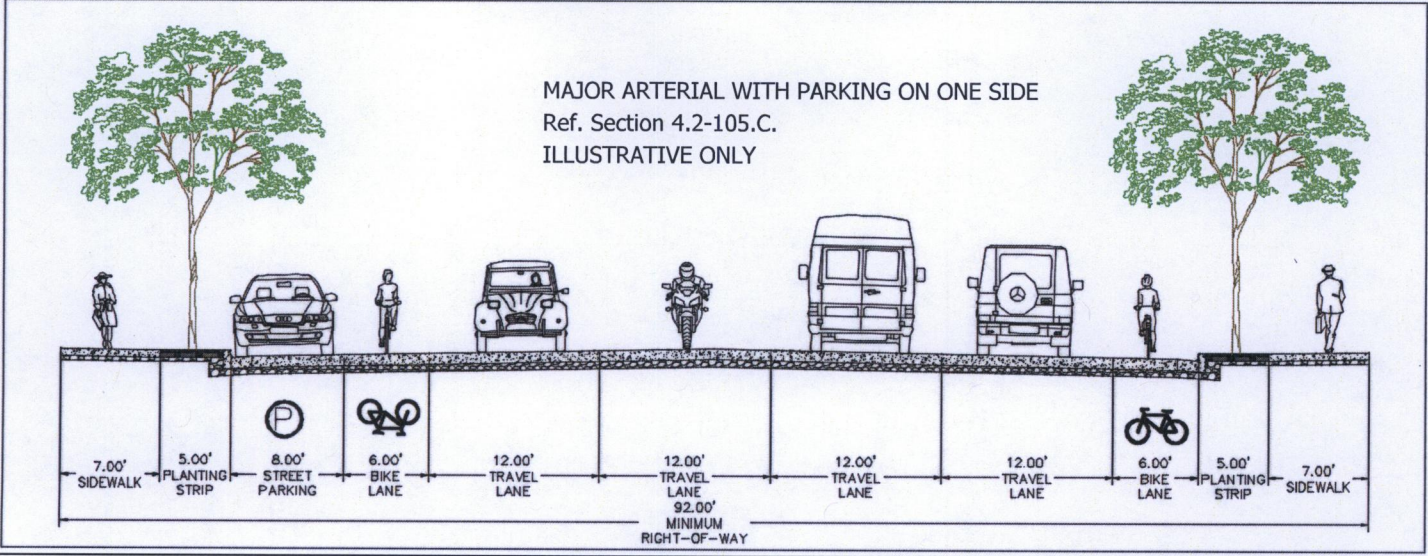


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Springfield Development Code Amendments

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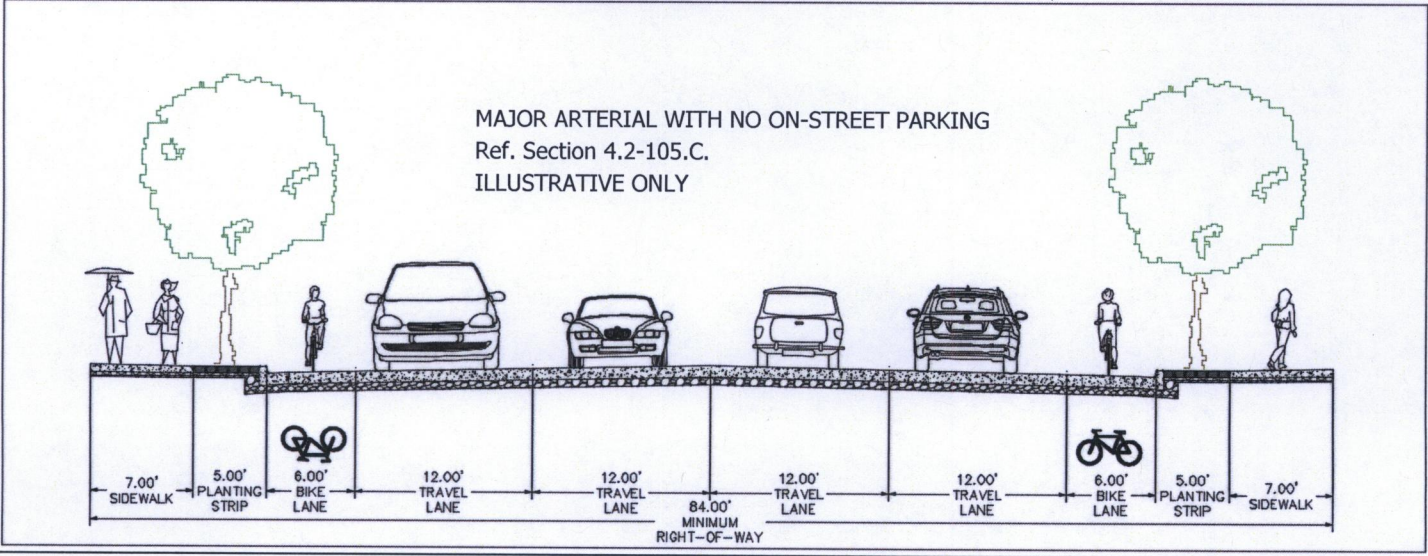
Figure 4.2-C



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Figure 4.2-D

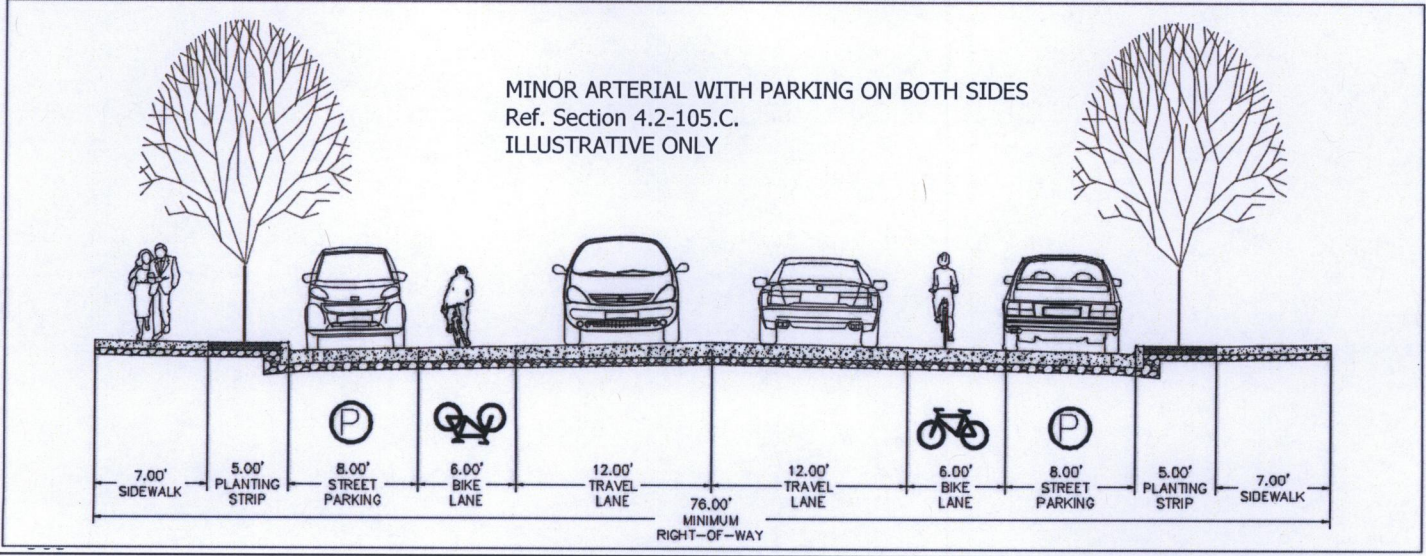


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Springfield Development Code Amendments

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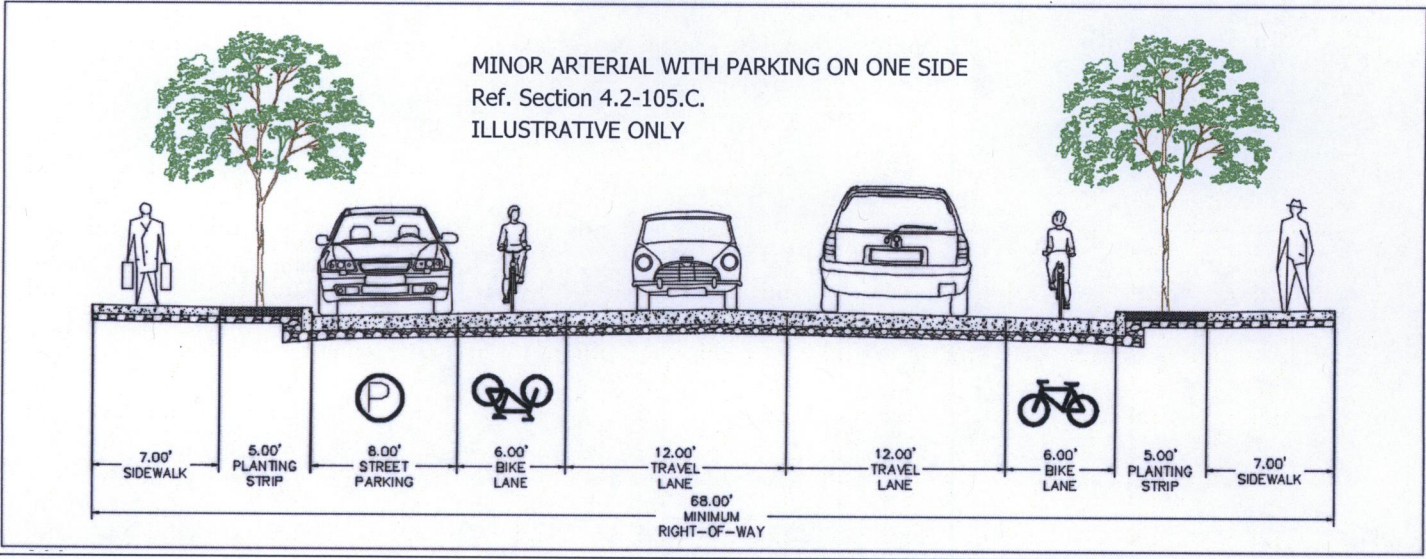
Figure 4.2-E



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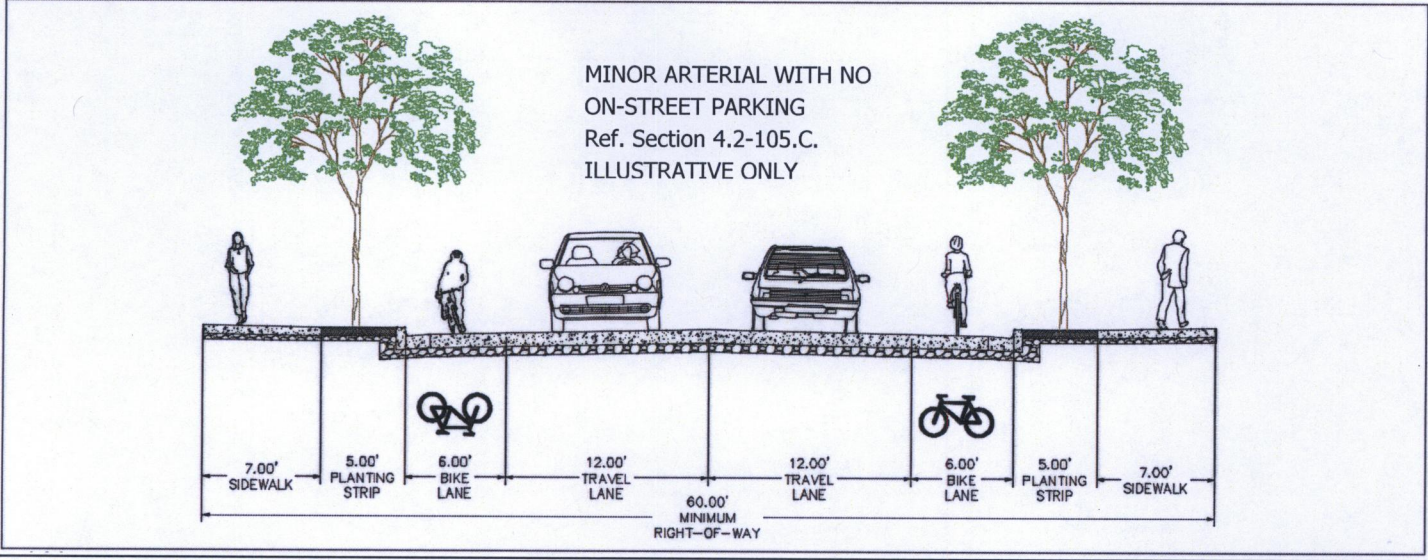
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Figure 4.2-F



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Figure 4.2-G



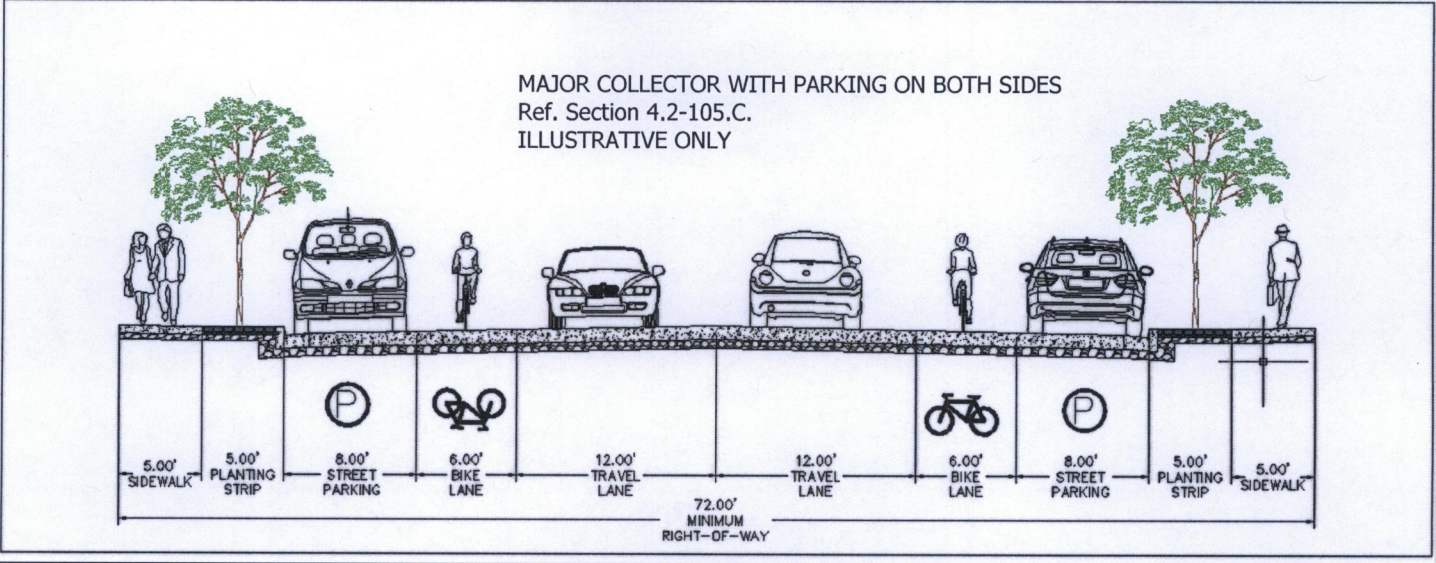
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Springfield Development Code Amendments

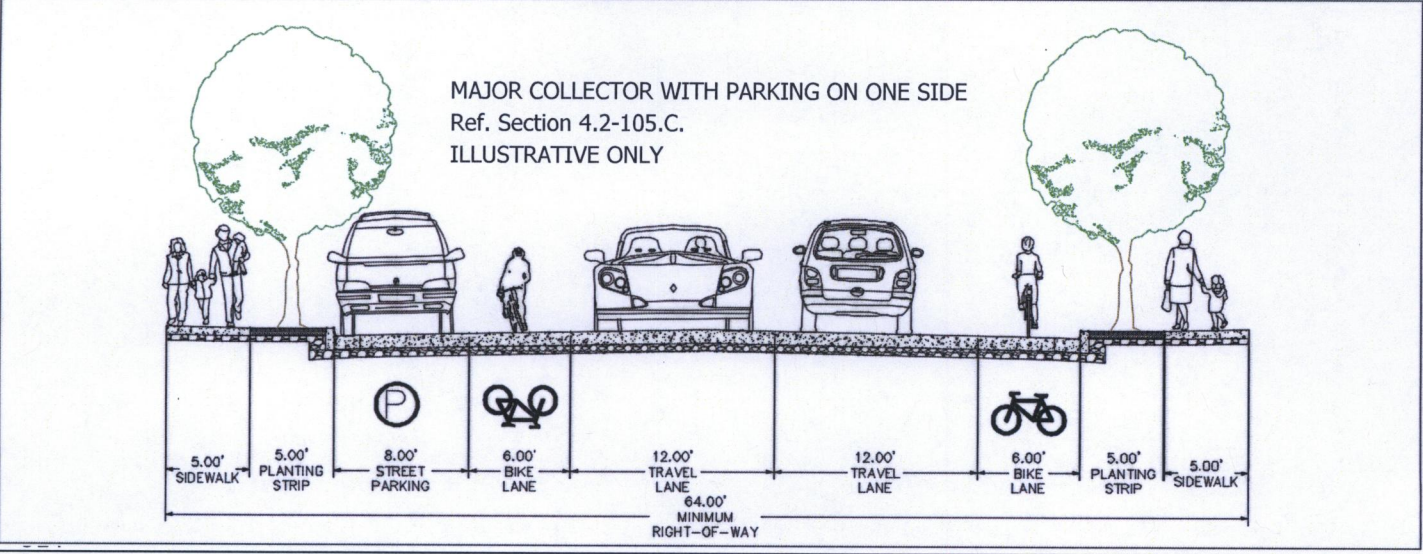
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Figure 4.2-H



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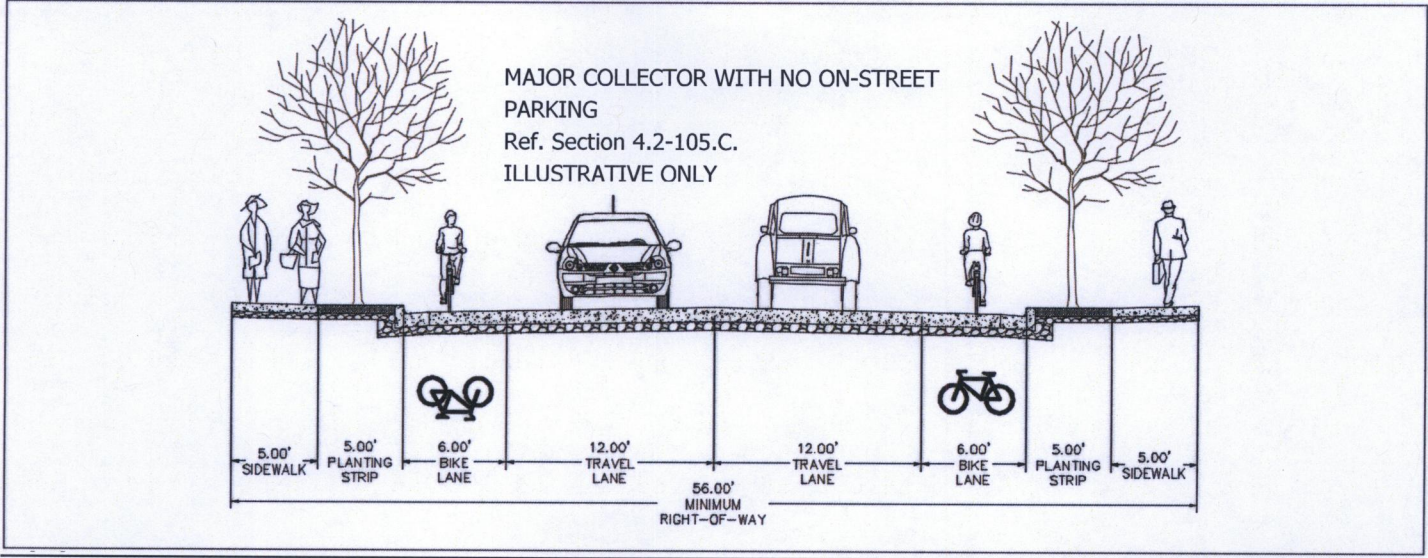
Figure 4.2-I



Springfield Development Code Amendments

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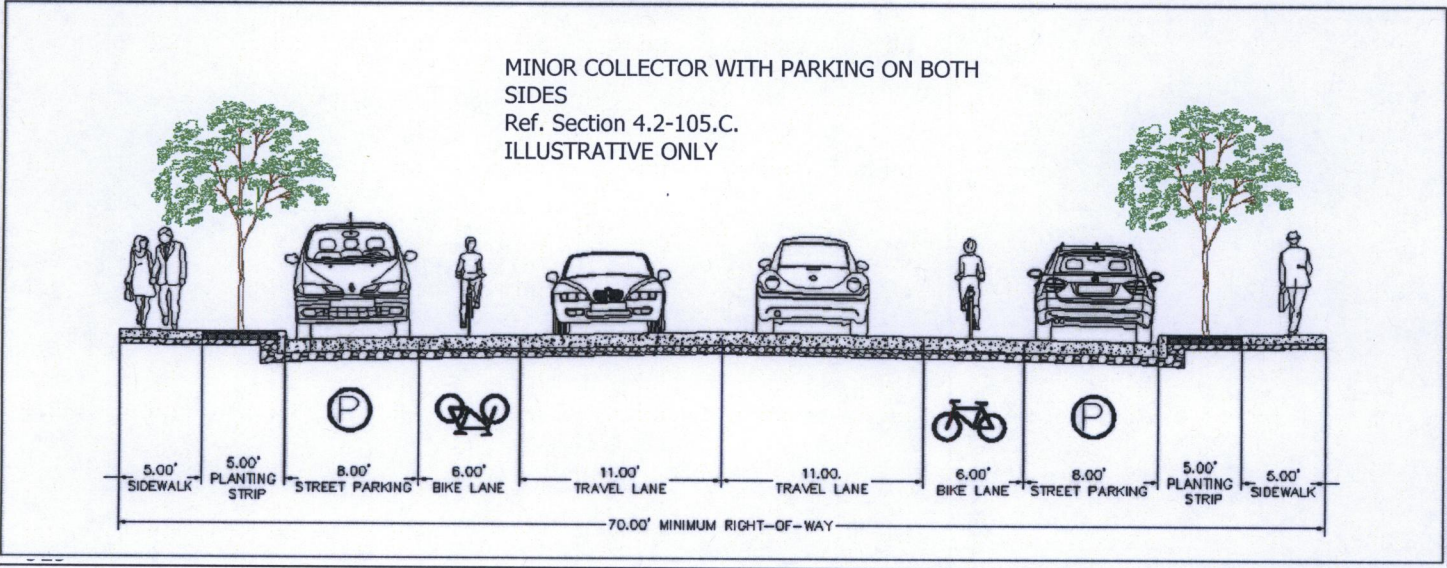
Figure 4.2-J



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Figure 4.2-K



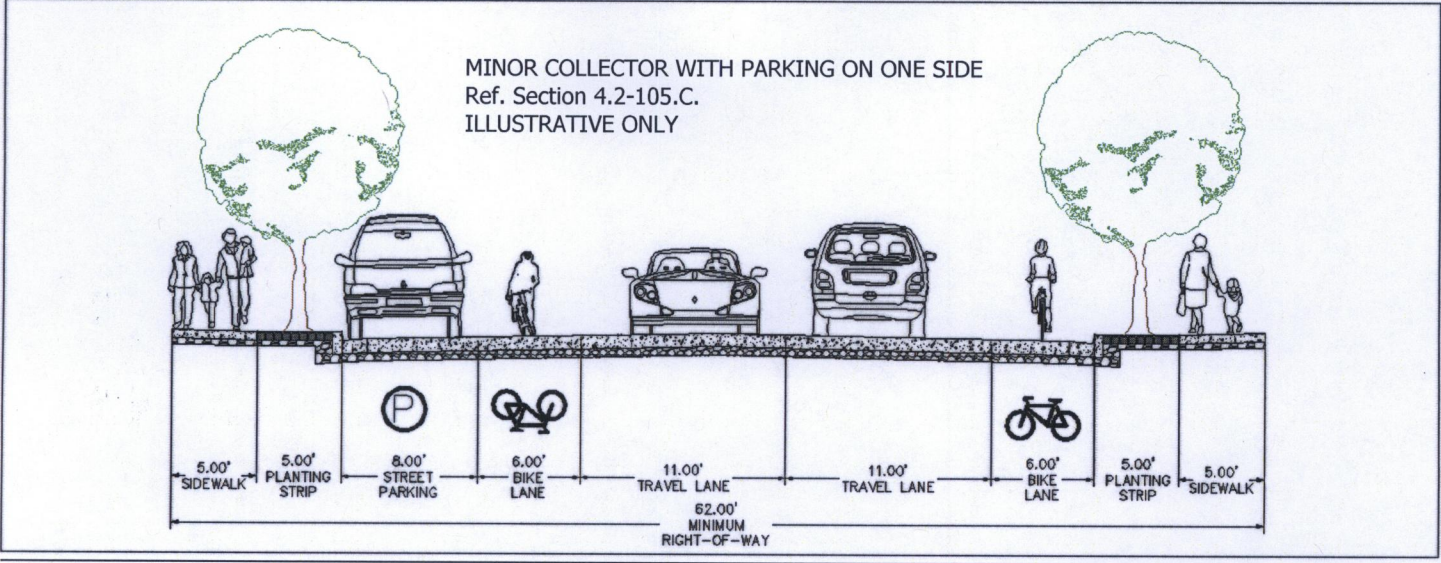
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Springfield Development Code Amendments

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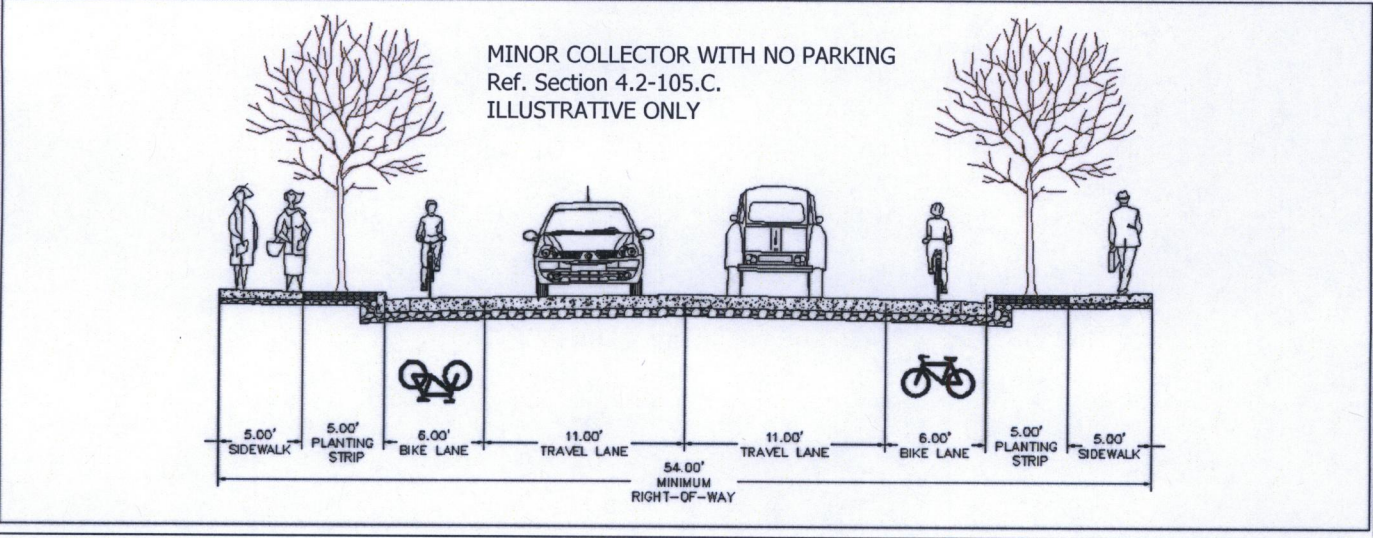
Figure 4.2-L



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Figure 4.2-M



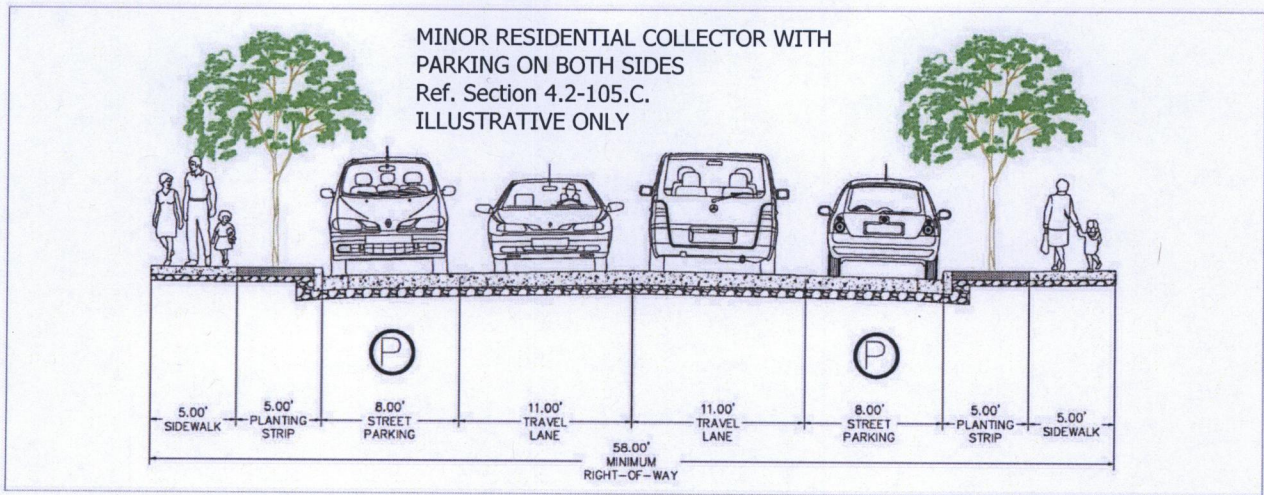
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Springfield Development Code Amendments

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Figure 4.2-N

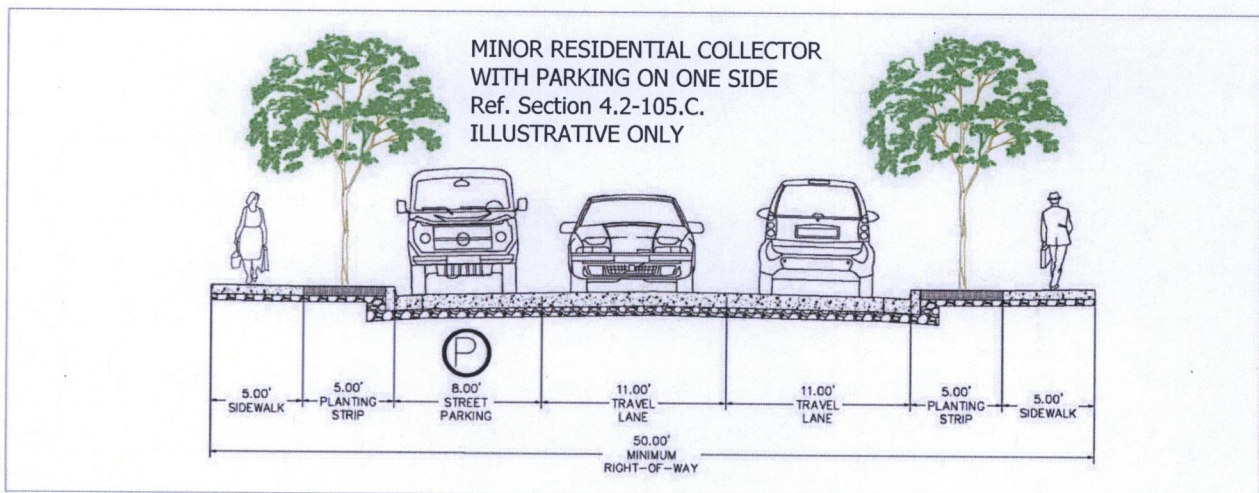


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Figure 4.2-O



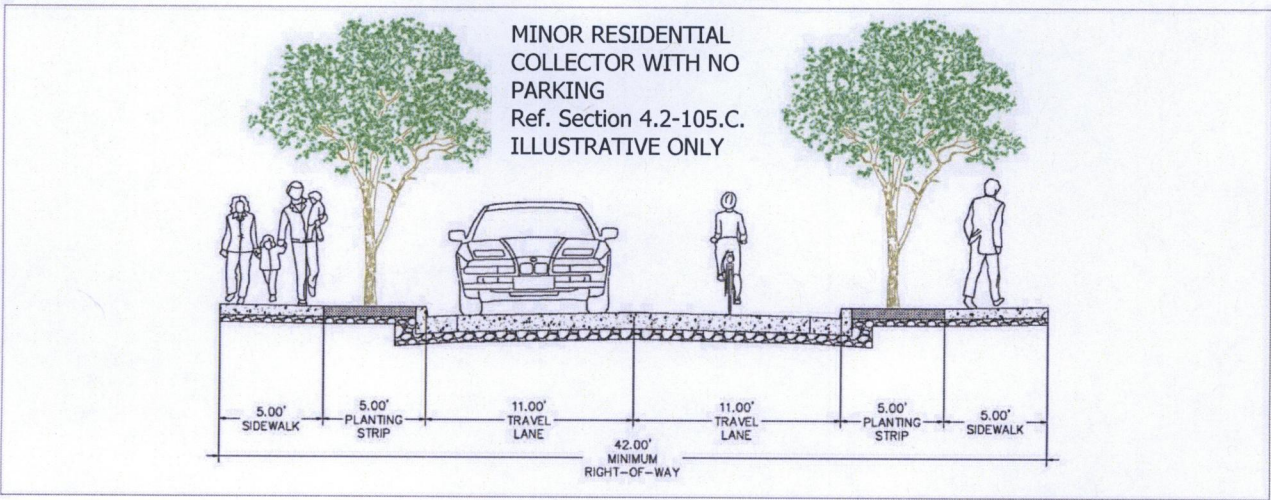
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Springfield Development Code Amendments

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Figure 4.2-P

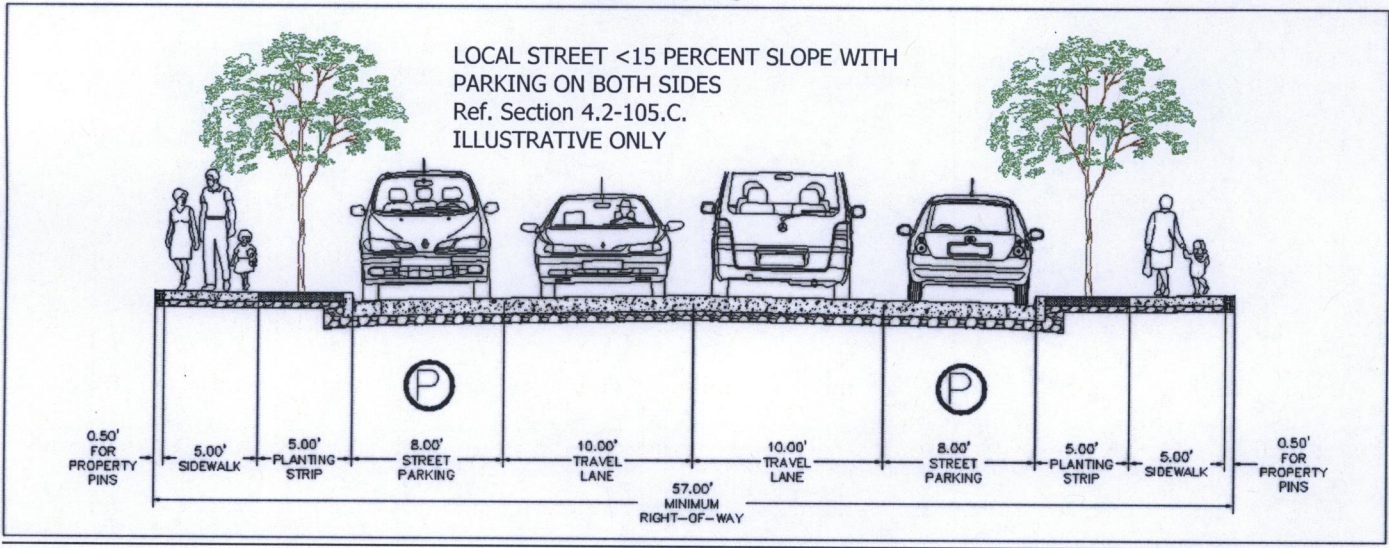


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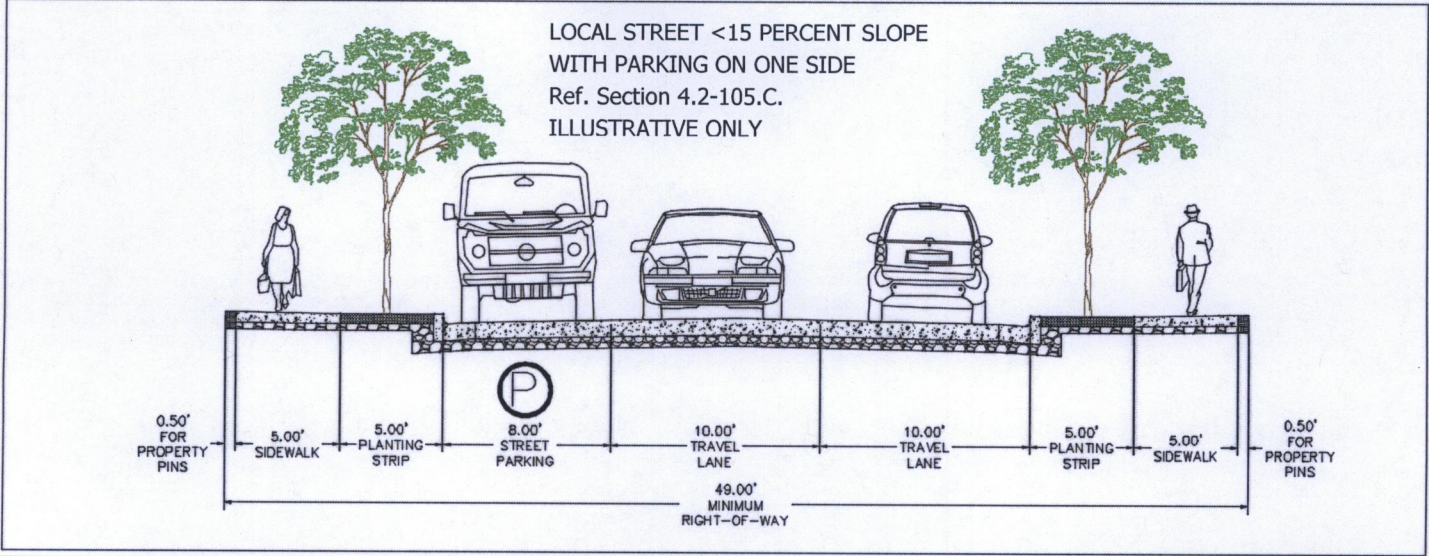
Figure 4.2-Q



Springfield Development Code Amendments

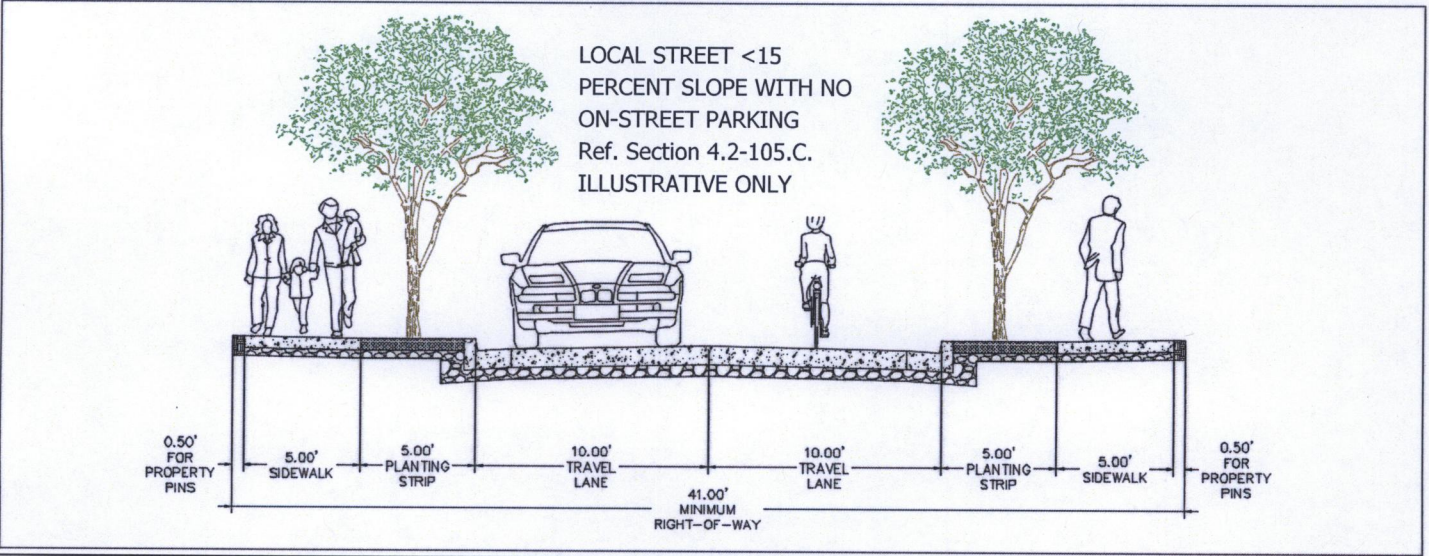
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Figure 4.2-R



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Figure 4.2-S



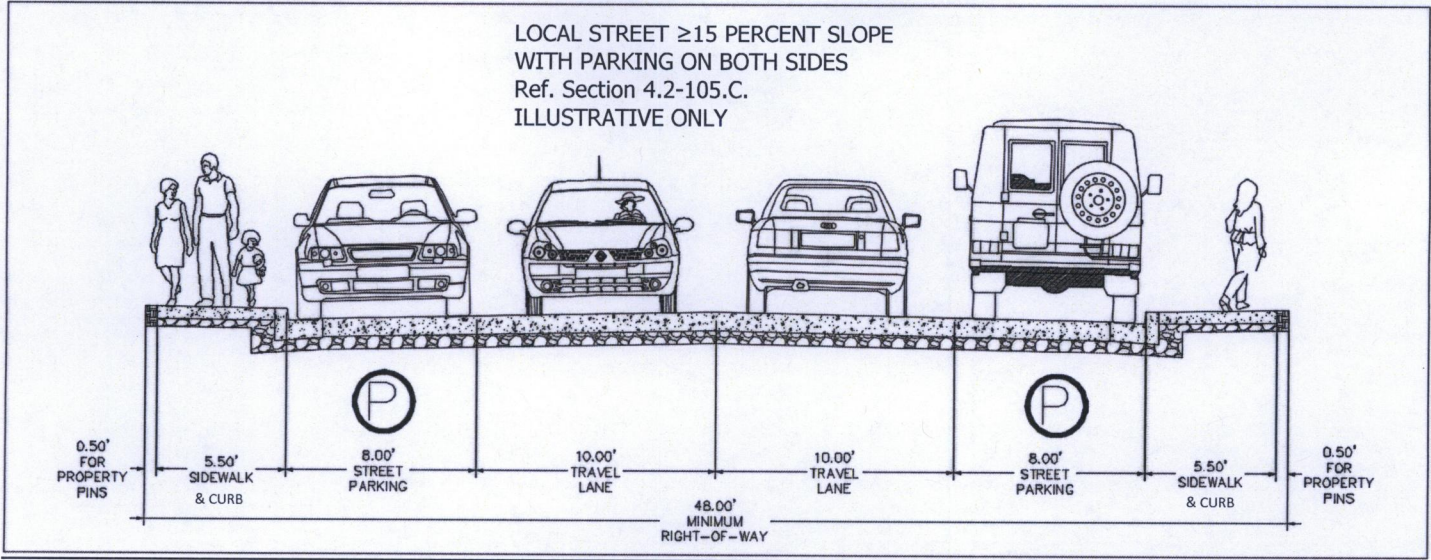
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Springfield Development Code Amendments

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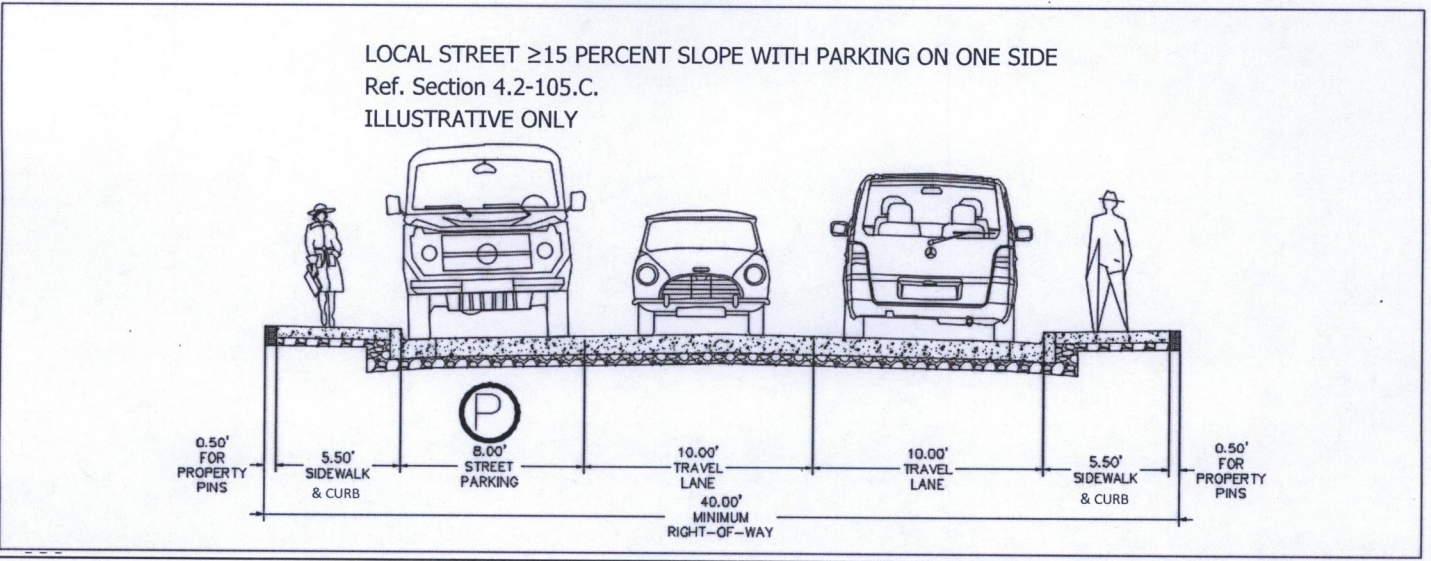
Figure 4.2-T



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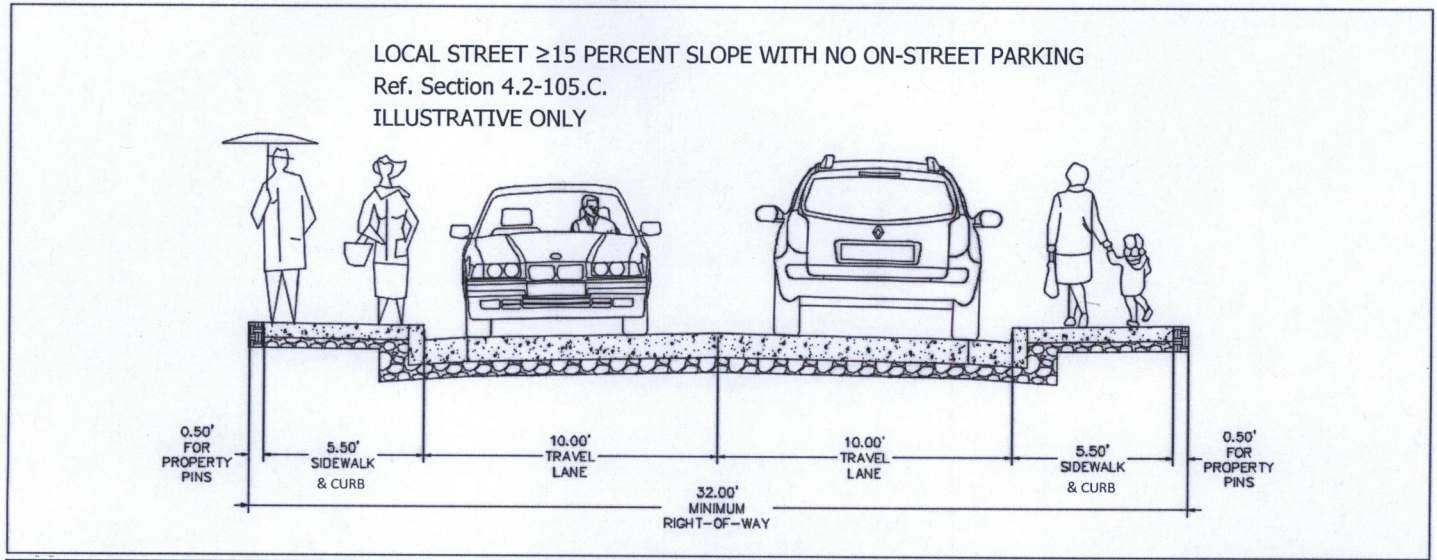
Figure 4.2-U



Springfield Development Code Amendments

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Figure 4.2-V



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Findings: Revisions to Private Streets in SDC 4.2-110 below enable developers to construct private streets to the driveway standards instead of being constructed to the same standards as public streets. This amendment is intended to allow internal circulation networks for certain private developments to be constructed under the standards for driveways rather than public streets. The amendment is intended to better reflect current application of the Code. Removing the “construction specifications for private streets shall be the same as for public streets” provides more flexibility and lower cost site circulation options for developers to use.

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4.2-110 Private Streets

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A. Private streets are permitted within the development area of Mobile Home/Manufactured Dwelling Parks, Multi-Unit Development, and singularly owned commercial and industrial developments of sufficient size to permit interior circulation.

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B. Private street improvements must meet the driveway standards in Section 4.2-120C and must be constructed as specified in the City's *Engineering Design Standards and Procedures Manual* and in the *Development & Public Works Standard Construction Specifications*. ~~Construction specifications for private streets shall be the same as for public streets.~~

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~~**EXCEPTION:** During the Site Plan Review, Partition or Subdivision processes involving private streets, the Director may allow alternative construction materials and methods to be used.~~

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CB. The Approval Authority shall require a Homeowner's Agreement or other legal assurances acceptable to the City Attorney for the continued maintenance of private streets.

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Springfield Development Code Amendments

Findings: Amendments to block length and associated findings have been incorporated above into SDC 4.2-105 for better organization of the code.

4.2-115 Block Length

Block length for local streets shall not exceed 600 feet, unless the developer demonstrates that a block length shall be greater than 600 feet because of the existence of one or more of the following conditions:

- ~~A. Physical conditions preclude a block length of 600 feet or less. These conditions may include topography or the existence of physical features, including, but not limited to: wetlands, ponds, streams, channels, rivers, lakes or steep grades, or a resource under protection by State or Federal law;~~
- ~~B. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots/parcels that physically preclude a block length 600 feet or less, considering the potential for redevelopment; or~~
- ~~C. Where the extension of a public street into the proposed development would create a block length exceeding 600 feet, the total block length shall be as close to 600 feet as possible.~~

Findings: Amendments below to site access, driveway, and vision clearance standards in SDC 4.2-120 and 4.2-130, respectively, implement TSP Policy 2.1 and Action 1, TSP Policy 2.4, and TSP Policy 3.5 by ensuring access while managing the roadway capacity and enhancing safety. These amendments are intended to encourage connecting parking lots between sites so that people can move from one to another without needing to enter and exit the main roadway. Some housekeeping revisions are included within the amendments shown below.

Relevant TSP Policies/Actions:

Policy 2.1: Manage the roadway system to preserve safety, longevity, and operational efficiency.

Action 1: Evaluate, update, and implement access management regulations for new and modified access to the roadway system.

Policy 2.4: Maintain and preserve a safe and efficient bike and pedestrian system in Springfield.

Policy 3.5: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, freight, and the needs of emergency vehicles when planning and constructing roadway system improvements.

Action 1: Ensure that current design standards address mobility needs and meet ADA standards.

4.2-120 Site Access and Driveways

Springfield Development Code Amendments

A. Site Access and Driveways – General.

1. All developed lots/parcels ~~shall have an~~ are entitled to one approved driveway access provided by either direct access to a:
 - a. Public street or alley along the frontage of the property; or
 - b. Private street that connects to the public street system. The private street shall be constructed as specified in Section 4.2-110 (private streets shall not be permitted in lieu of public streets shown on the City's adopted Conceptual Street Plan or TransPlan the Springfield Transportation System Plan, including the Conceptual Street Map); or
 - c. Public street by an irrevocable joint use/access easement serving the subject property that has been approved by the City Attorney, where:
 - i. A private driveway is required in lieu of a panhandle driveway, as specified in Section 3.2-220B.; or
 - ii. Combined access for 2 or more lots/parcels is required to reduce the number of driveways along a street, as determined by the ~~Public Works~~ Director.
2. Driveway access to designated State Highways is subject to the provisions of this Section in addition to requirements of the Oregon Department of Transportation (ODOT) ~~Highway Division~~. Where City and ODOT regulations conflict, the more restrictive regulations shall apply.
3. As determined by the Director, sites with abutting parking areas within the same zoning district may be required to provide driveway connections or pedestrian connections internal to the sites and joint access agreements to provide efficient connectivity and preserve public street functions and capacity.

B. Driveways must take access from lower classification streets when development sites abut more than one street and streets are of differing classification as identified in the Springfield Transportation System Plan access to local streets is generally encouraged in preference to access to streets of higher classification.

EXCEPTION: Driveway access to or from a higher classification ~~arterial and collector~~ streets may be permitted if no reasonable alternative street access exists or where heavy use of local streets is inappropriate due to traffic impacts in residential areas.

1. Where a proposed development abuts an existing or proposed arterial or collector street, the development design and off-street improvements shall minimize the traffic conflicts.
2. Additional improvements or design modifications necessary to resolve identified transportation conflicts may be required on a case by case basis.

C. Driveways shall be designed to allow safe and efficient vehicular ingress and egress as specified in Tables 4.2-2 through 4.2-5 and the City's Engineering Design Standards and Procedures Manual and the Development & Public Works Standard Construction Specifications.

Table 4.2-2

Driveway Design Specifications

Springfield Development Code Amendments

	1-Way Driveway Width	2-Way Driveway Width	Transition Width	Driveway Throat Depth
Land Use	Min./Max.	Min./Max.	Min./Max.	
Single-family and Duplexes (3)(4)	12'/16'	12'/24'(1)	3'/3'	N.A.
Multifamily Residential		24'/35'(1)	5'/8'	18'(2)
Commercial/Public Land (4)(5)	12'/18'	24'/35'(1)	8'/N.A.	18'(2)
Industrial (6)	12'/18'	24'/35'(1)	8'/N.A.	18'(2)

- (1) Driveway widths and throat depths may be varied if no other reasonable alternative exists to accommodate on-site development needs and traffic safety is not impaired.
- (2) Measured from the face of curb to the first stall.
- (3) ~~Single driveways~~ A driveway serving a single-family or and duplex dwellings shall must be paved for the first 18 feet from the edge of existing street pavement to the property line and for a distance of at least 18 feet from the property line into the property when abutting a curb and gutter paved street; these driveways may be graveled surfaced for the remainder of their length. ~~Driveways~~ A residential driveway abutting an unimproved gravel streets shall be may have a graveled surface until the abutting street is paved. Permeable pavement is allowed on a residential driveway consistent with standards in the City's Engineering Design Standards and Procedures Manual.
- (4) Off-street vehicle parking is restricted to approved driveways and parking lots, and is not otherwise allowed between the street and primary building, consistent with Springfield Municipal Code 5.002(11).
- (5) Driveways for commercial uses must be paved for their entire length.
- (6) Driveways for industrial uses must be paved at least up to any employee or customer parking areas.

Table 4.2-3

Curb Return Driveway Design Specifications					
Land Use	Driveway Width(1)		Radius of Curb(2)		Driveway Throat Depth
	Min.	Max.	Min.	Max.	Minimum(3)
Single-family and Duplexes	N.A.	N.A.	N.A.	N.A.	N.A.
Multifamily Residential	24 feet	30 feet	10 feet	20 feet	60 feet
Commercial/ Public Land	24 feet	35 feet	15 feet	35 feet	60 feet
Industrial	24 feet	35 feet	15 feet	35 feet	60 feet

- (1) Wider driveways may be permitted to accommodate traffic demands and/or to improve traffic safety.
- (2) Greater curb radii may be permitted where high volumes of large trucks are anticipated.
- (3) Measured from the face of the curb to the first stall or aisle.

Table 4.2-4

Minimum Separations Between a Driveway and the Nearest Intersection Curb Return on the Same Side of the Street.(1)

Land Use	Street Type		
	Arterial	Collector	Local
Single-family Residential and	200 feet	50 feet	30 feet

Springfield Development Code Amendments

Duplexes			
Multifamily Residential	200 feet	100 feet	75 feet
Commercial/ Public Land	200 feet	100 feet	75 feet
Industrial	200 feet	200 feet	150 feet

(1) Each category of street is considered separately. Distances may be reduced in the following circumstances:

(a) Access is from a one-way street.

(b) The driveway is marked for "right-in-right-out only."

(c) The driveway is marked "exit only" and is designed to prevent left turns.

(d) In cases where an existing lot/parcel and/or use make compliance with these specifications unreasonable, a new driveway or an existing driveway required to be relocated by this Code shall be placed at the furthest point from the intersection curb return, considering both safety and internal circulation requirements of the development.

4.2-130 Vision Clearance Area

A. All ~~corner lots or parcels shall~~ must maintain a Vision Clearance Area ~~clear area at each access to a public street and on each corner of property at the intersection of 2 streets or a street and an alley in order to provide adequate sight distance for approaching traffic. Vision clearance areas must be shown on Site Plans for applicable land use applications.~~

B. No screens, plantings, or other physical obstructions are ~~is~~ permitted between 2 ½ and 8 feet above the established height of the curb in the Vision Clearance Area ~~triangular area (see Figure 4.2 A).~~

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

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

Table 4.2-5

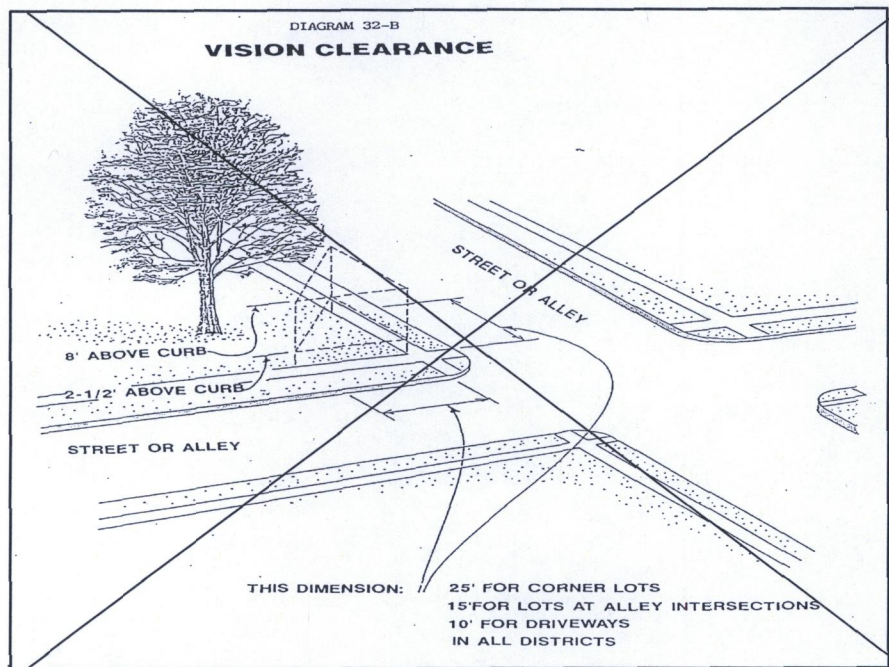
Type of Intersection	Measurement Along Each Property Line
Any Street	25 20 feet (1)
Any Alley	15 feet (1)
Any Driveway	10 feet (1)

~~(1) Note:~~ These standards may be increased if warranted for safety reasons by the Public Works Director.

Springfield Development Code Amendments

EXCEPTION: The Director may require that the Vision Clearance Area be increased to be consistent with the sight distance standards and requirements in the AASHTO Green Book when safety concerns warrant the increase.

Figure 4.2-A



Findings: Amendments to sidewalk standards in SDC 4.2-135 implement TSP Policies 1.2, 1.4 and 3.7; Policy 3.3, Actions 1, 2, and 4; and Policy 3.4, Action 2 by establishing setback sidewalks as the default standard, thereby promoting enhanced pedestrian access and improving street design.

Additional language shown below that is being added to this section is being brought from the *Engineering Design Specifications and Procedures Manual* into the Code.

4.2-135 Sidewalks

- A. Sidewalks and planter strips abutting public streets shall be located wholly within the public street right-of-way, unless otherwise approved by the ~~Public Works~~ Director.
- B. Sidewalks shall be designed, constructed, replaced or repaired as specified in the City's *Engineering Design Standards and Procedures Manual*, the Development & Public Works Standard Construction Specifications and the Springfield Municipal Code, 1997. ~~New sidewalk design shall be consistent with existing sidewalk design in the same block in relation to width and type.~~

Springfield Development Code Amendments

- C. Concrete sidewalks must be provided according to Section 4.2-105.C, Table 4.2-1, and the following criteria:
1. Sidewalks must conform to the existing or planned street grades.
 2. Sidewalks must conform to current ADA standards.
 3. Sidewalks must be separated from the curb by the planting strip, except when necessary for connectivity, safety, or to comply with street design requirements, and subject to approval by the Director.
 4. New sidewalk width and type must be consistent with existing sidewalk design in the same block, but must physically transition to comply with current sidewalk standards as determined by the Director. When replacing damaged sidewalk, new sidewalk must be located in the same position as the existing sidewalk.
 5. Facilities including, but not limited to, mail boxes, water meters, valves, junction boxes, manholes, utility poles, trees, benches, fire hydrants, signs, and bus stops must not be located within the sidewalk, and must be removed or relocated prior to the construction or reconstruction of the sidewalk, unless otherwise approved by the City Engineer. If facilities remain, there must be at least 5 feet of unobstructed width on arterial class streets and 4 feet on all other streets.
- D. Planter strips ~~are may be~~ required as part of sidewalk construction. Planter strips ~~shall must~~ be at least 4.5 feet wide (as measured from the back of curb to the edge of the sidewalk) and long enough to allow the street tree to survive. Planter strips must have approved landscaping consisting of street trees and ground cover allowed per the City's Engineering Design Standards and Procedures Manual. Tree wells set in concrete or sidewalk areas must be a minimum of four (4) feet by four (4) feet. Concrete, asphalt or other impermeable pavement are not allowed to substitute for landscaping within planter strips. ~~Maximum planter strip width is dependent upon the type of tree selected as specified in the City's Engineering Design Standards and Procedures Manual.~~
- EXCEPTION: Planter strips less than 4.5 feet wide may be permitted when necessary for connectivity, safety, or to comply with street design requirements, subject to approval by the Director.

- ~~DE.~~ Maintenance of sidewalks is the continuing obligation of the abutting property owner.

Findings: Amendments to SDC 4.2-140 help implement updated street design standards per Policy 3.3, Action 1, by clarifying that street trees on private property cannot be removed without prior approval, that street trees cannot be removed to accommodate proposed driveways, and that street tree removal requires prior City authorization. Other housekeeping-related text changes are included below.

Springfield Development Code Amendments

4.2-140 Street Trees

Street trees are those trees required within the public right-of-way. The primary purpose of street trees is to create a streetscape that benefits from the aesthetic and environmental qualities of an extensive tree canopy along the public street system. Street trees are attractive amenities that improve the appearance of the community, ~~providing~~ provide shade and visual interest, and enhance the pedestrian environment. Street trees also improve air quality, reduce stormwater runoff, and moderate the micro-climate impacts of heat absorbed by paved surfaces. Street trees may be located within a planter strips, in or within individual tree wells ~~within~~ a sidewalk, roundabouts, or medians.

EXCEPTION: In order to meet street tree requirements where there is no planter strip and street trees cannot be planted within the public right-of-way, trees shall be planted in the required front yard or street side yard setback of private property as specified in the applicable zoning district.

A. New Street Trees. New street trees shall be at least 2 inches in caliper. New street trees shall be selected from the City Street Tree List and installed as specified in the City's *Engineering Design Standards and Procedures Manual*. The ~~Public Works~~ Director shall determine which species are permitted or prohibited street trees.

B. Existing Street Trees.

1. Street Tree Retention Standards. Existing trees may meet the requirement for street trees (i.e., trees on the City Street Tree List specified in the City's *Engineering and Design Standards and Procedures Manual* with a minimum ~~caliper~~ caliber of 2 inches) if excavation or filling for proposed development is minimized within the dripline of the tree. Sidewalks of variable width, elevation, and direction may be used to save existing trees, subject to approval by the Director ~~and Public Works Director~~.

Existing street trees shall be retained as specified in the *Engineering Design Standards and Procedures Manual*, unless approved for removal as a condition of Development Approval or in conjunction with a street construction project.

2. Street Tree Removal Standards.

- a. ~~Any City removal of~~ existing street trees within the public right-of-way ~~is proposed to be removed by the City~~ exempt from the tree felling regulations specified in Section 5.19-100.
- b. ~~Any existing~~ Existing street trees on private property ~~cannot be removed without prior authorization by the Director proposed to be removed shall require notification of the Public Works Director prior to removal~~. Removal of 5 or more street trees on private property ~~shall be~~ is subject to the tree felling standards specified in Section 5.19-100.

Springfield Development Code Amendments

- 1237 c. Existing street trees on private property must not be removed to accommodate
 1238 additional or expanded driveways.
- 1239 3. Street Tree Replacement Standards. Where possible, any street tree proposed to be removed
 1240 shall be replaced with a tree at least 2 inches in caliper.
- 1241
- 1242 a. It is the responsibility of the City to plant any replacement tree within the public right-
 1243 of-way.
- 1244
- 1245 a. It is the responsibility of the property owner to plant any replacement street tree on
 1246 private property, either as a condition of a Tree Felling Permit or when the property
 1247 owner removes a street tree on private property without the City's authorization. Any
 1248 replacement street tree shall meet the standards specified in Subsection A, above.
- 1249
- 1250 b. Whenever the property owner removes a street tree within the public right-of-way
 1251 without the City's authorization, that person is responsible for reimbursing the City for
 1252 the full value of the removed tree, to include replanting and watering during the 2-year
 1253 tree establishment period.

C. Street Tree Maintenance Responsibility.

- 1254
- 1255 1. Maintenance of street trees in the public right-of-way shall be performed by the City.
- 1256
- 1257 2. Maintenance of street trees on private property shall be performed by the property owner.
- 1258
- 1259 3. Removal of street trees on private or public property does not constitute maintenance. Any
 1260 removal of street trees on private property is subject to prior approval by the City as specified in
 1261 Section 4.2-140B.2.b. above.

1262 *****

1263 **Findings:** Amendments to SDC 4.2-145 help implement updated street design standards per Policy 3.3,
 1264 Action 1, by clarifying that installation of decorative street lighting may be requested, but requires
 1265 prior City authorization. Other housekeeping-related text changes are included below.

1266

1267 Additional language added to this section is being brought from the *Engineering Design*
 1268 *Specifications and Procedures Manual* into the Code.

4.2-145 Street Lighting Standards

1274

1275 ~~Public street lighting~~ Lighting design and placement for streets, paths, and accessways must conform to the
 1276 following design standards and is specified in the City's *Engineering Design Standards and Procedures Manual* and
 1277 the *Development & Public Works Standard Construction Specifications* and is approved by the Public Works
 1278 Director.;

Springfield Development Code Amendments

- 1280 **A.** ~~Street lighting shall~~ Lighting must be included with all new developments or redevelopment. Existing
 1281 ~~street lights shall~~ lighting must be upgraded to current standards with all new developments or
 1282 ~~redevelopment as determined by the Public Works Director.~~ The developer is responsible for ~~street~~
 1283 ~~lighting material and~~ installation costs.
- 1284
- 1285 **B.** ~~A-Upon approval by the Director, a developer may install decorative streetlights, as may be permitted in~~
 1286 ~~this section in the City's Engineering and Design Standards and Procedures Manual and in the~~
 1287 ~~Development & Public Works Standard Construction Specifications.~~
- 1288
- 1289 **C.** Design Standards.
- 1290 1. Lighting must comply with Illuminating Engineering Society, American National Standards
 1291 Practice for Roadway Lighting – RP-8-14 and applicable National Electrical Safety Code (NESC)
 1292 and National Electrical Code (NEC) standards.
- 1293
- 1294 2. Intersections must be illuminated to a level equal to the sum of the average required illuminance
 1295 of the two intersecting streets.
- 1296
- 1297 3. Mid-block crosswalks that are approved by the City Traffic Engineer must have two times the
 1298 illumination required for the street.
- 1299
- 1300 4. Decorative poles with City-approved LED fixtures and lighting controls must be used on all streets
 1301 within the Nodal Development Overlay District and where any refinement plan or plan district
 1302 requires decorative lighting. Decorative poles may be used on streets, paths, and accessways in
 1303 any other zone at the option of the developer as approved by the Director.
- 1304
- 1305 5. City-approved LED fixtures and lighting controls must be used when lighting is required along
 1306 multi-use paths and accessways.
- 1307
- 1308 6. Roadway style poles and "cobra head" fixtures with City-approved LED fixtures and lighting
 1309 controls must be used along streets in all other locations.
- 1310
- 1311 7. When roadway style poles are used on arterial and collector streets in any zone other than
 1312 residential, they must be steel or aluminum. When roadway style poles are used on local and
 1313 collector streets in residential zones, they must be fiberglass, steel, or aluminum.
- 1314
- 1315 8. Where lot frontages are 80 feet or less, poles must be located at property lines unless approved
 1316 by the Director.
- 1317
- 1318 9. The weak point illumination must not be less than 0.1 foot candles.
- 1319
- 1320 10. Roadway style poles set behind sidewalks must have eight (8) foot arm length. Roadway style
 1321 poles set between curb and sidewalk or where no sidewalk exists must have six (6) foot arm
 1322 length.
- 1323

Springfield Development Code Amendments

11. Pole handholes must be used instead of junction boxes where feasible. Junction boxes for street lighting must only be utilized for street crossings or where necessary to comply with electrical code standards cited above.

12. Pole Height.

a. Lights on arterial and collector streets outside of a residential zone must have a 35-foot fixture mounting height.

b. Lights on local streets with a curb-to-curb width of 28 feet or greater and collectors within residential zones must have a 30-foot fixture mounting height.

c. Lights on local streets with a curb-to-curb width of less than 28 feet must have a 20-foot fixture mounting height.

d. Decorative poles must be 12 feet tall, except that 16-foot tall decorative poles may be approved by the Director when the required illumination levels cannot be achieved with 12-foot tall decorative poles.

e. Lighting on local streets must be installed on the same side of the street and on the side of the street first constructed, except where necessary to be consistent with the existing lighting design and placement.

f. Light poles must not be placed on the outside of curves with less than a 1000-foot radius.

Findings: The following amendments clarify that paved bikeways and multi-use paths are subject to the City's *Engineering Design Standards and Procedures Manual* standards, and are referenced in the TSP or City bicycle and pedestrian plan (which has yet to be developed). In making this change, it distinguishes unpaved bike facilities, such as single-track mountain bike trails for recreational use, which are not considered part of the City's transportation network. These changes support TSP Policy 1.4; Policy 3.2, Actions 1, 4 and 7; Policy 3.4, Action 2; and Policy 3.7.

Additional language added to this section is being brought from the *Engineering Design Specifications and Procedures Manual* into the Code.

4.2-150 ~~Bikeways~~Multi-Use Paths

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

Springfield Development Code Amendments

unless additional property owners are benefitted. In this case, other equitable means of cost distribution may be approved by the City.

B. ~~Bikeways shall be designed and constructed as specified in Multi-use paths that are dedicated as right-of-way or in a public easement must conform to the Oregon Bicycle and Pedestrian Plan, the Oregon Bike and Pedestrian Design Guidelines, AASHTO guidelines, this Code, and the City's Engineering Design Standards and Procedures Manual.~~

C. ~~The right-of-way or easement area for a multi-use path must include a minimum paved area of 10 feet, a minimum clear zone of 2 feet on both sides of the path, and any additional width necessary to accommodate lighting required under this section.~~

D. ~~Where a multi-use path runs parallel and adjacent to a public street, the multi-use path must be separated from the edge of the street by a width of at least 5 feet or by a physical barrier that meets the standards in the Oregon Bike and Pedestrian Design Guidelines, AASHTO guidelines, or the National Association of City Transportation Officials Urban Bikeway Design Guide.~~

E. ~~Lighting for multi-use paths must be installed according to the standards in Section 4.2-145. Lighting must not obstruct the paved surface or 2-foot clear area on either side. All lighting must be installed within the right-of-way or public easement area.~~

Findings: The following section removes Pedestrian Trails from the Springfield Development Code since there are no planned unpaved "pedestrian trails" in the Springfield 2035 Transportation System Plan and the current 25 feet wide public right of way exceeds the multi-use path facility amendments. If this change is implemented, the Code will still be consistent with the Willamalane Parks and Recreation District's Comprehensive Plan since the plan distinguishes between "multi-use paths" and "pedestrian trail" and does not provide standards for these facilities. The planned pedestrian trails in the Willamalane Comprehensive Plan are primarily within Willamalane owned property, such as Thurston Hills and Dorris Ranch.

4.2-155 Pedestrian Trails

A. ~~Developments abutting existing or proposed pedestrian trails identified on the adopted Willamalane Park and Recreation District Comprehensive Plan shall provide for the future extension of the pedestrian trails through the dedication of easements or right of way. The developer is responsible for trail surfacing, as approved by the Willamalane Parks and Recreation District and/or the City. Trails shall be constructed to allow for adequate drainage and erosion control.~~

B. ~~In dedicating an easement or right of way for public trails, the owner shall demonstrate compliance with the following criteria:~~

1. ~~Trail easements or right of way shall:~~

Springfield Development Code Amendments

a. ~~Be 25 feet wide as and paved as specified in the ODOT Bicycle and Pedestrian Plan and/or with the City's Engineering Design Standards and Procedures Manual. The width standard may be reduced if the Director finds this standard to be impractical due to physical constraints.~~

b. ~~Be located within a site:~~

i. ~~To allow the trail to be buffered from existing and proposed dwellings on the site and on adjacent properties;~~

ii. ~~To maintain the maximum feasible privacy for residents; and~~

iii. ~~Ensure that future trail construction will avoid parking and driveway areas and other activity areas which might conflict with pedestrian movements.~~

c. ~~Allow for future construction of trails.~~

2. ~~Site area included within a trail easement or right of way shall be counted as a portion of the landscaped and open space area required for the proposed development.~~

Findings: The following revision provides more flexibility for establishing accessways and directs people to the City's *Engineering Design Standards and Procedures Manual* for pedestrian scale lighting requirements, in order to provide more options for context sensitive lighting based on current technology and each project's needs.

4.2-160	Accessways
----------------	-------------------

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

EXCEPTIONS: When site constraints preclude the ability to dedicate right-of-way without impacting setback requirements or other development standards, the Director may authorize dedication of a public easement or may otherwise modify the standards in this section.

1. ~~There is an existing building or conditions on an abutting property that makes the accessway impractical; or~~

2. ~~There are slopes in excess of 30 percent.~~

B. Accessways ~~shall~~ must comply with the following design standards:

Springfield Development Code Amendments

1. Where an accessway is proposed for only bicycle and/or pedestrian travel, the right-of-way ~~shall~~ must be paved a minimum of 12 feet wide, with a 10-foot wide paved surface of either asphalt concrete or Portland Cement concrete. Any necessary light ~~Light standards shall~~ may be installed within outside of the 12-foot travelway path, as long as a minimum 8-foot wide clear path is maintained ~~but within the public right-of way.~~
 2. Where an accessway is proposed as a secondary access for emergency vehicles or in combination with bicycle and/or pedestrian travel, the right-of-way ~~shall~~ must be a minimum of 24 ~~20~~ feet wide; consisting of a 10 ~~12~~ -foot wide area paved with either asphalt concrete or Portland Cement concrete and two ~~2~~ additional 45-foot wide areas on both sides that may be ~~are~~ turf block, grass- ~~crete,~~ or other similar permeable material approved by the Public Works Director on a base of gravel capable of supporting fire equipment weighing 80,000 pounds. Any necessary light ~~Light~~ standards shall ~~must~~ be installed outside the 20-foot travelway path, but within the public right-of-way.
 3. Illumination for accessways must be installed in accordance with Section 4.2-145. In addition to the locational standards accessway lighting specified in Subsections 1. and 2., above any street light installed in an accessway shall be a City approved decorative streetlight.
- C. The Director may require improvements to existing unimproved accessways on properties abutting and adjacent to the property proposed to be developed. Where possible, the improvements to unimproved accessways shall continue to the closest public street or developed accessway. The developer shall bear the cost of accessway improvements, unless other property owners are benefited. In this case, other equitable means of cost distribution may be approved by the City. Where possible, accessways may also be employed to accommodate public utilities.

3. Changes to Parking Standards (SDC Chapter 4)

Relevant TSP Policies/Actions:

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

Action 1: Modify parking requirements to assure that they are appropriate for land uses. The purpose of this action is to reduce parking requirements to utilize land for economic development.

Policy 3.8: Coordinate the design of Springfield's transportation system with relevant local, regional, and state agencies.

Action 3: Partner with LTD to provide frequent transit network connections along major corridors. The frequent transit network should connect to local neighborhood bus service and major activity centers to provide viable alternatives to vehicle trips.

Springfield Development Code Amendments

1499

1500 **Findings:** The changes to the parking standards in SDC 4.6-110 implement the above TSP policies and
 1501 action items by providing more options to reduce parking requirements. The standards reduce
 1502 minimum parking required for development sites on, or proximate to, high frequency transit
 1503 corridors, allowing developers to take advantage high frequency transit and to put more area of
 1504 a site into an economically productive use. Reducing parking requirements provides more
 1505 flexibility in site design and can serve as a cost-saving incentive for needed development of
 1506 housing and employment uses.

1507 The standards cap the total motor vehicle parking reduction a developer can obtain for all sites
 1508 outside the Downtown Exception Area (where there is no minimum parking requirement) to
 1509 maintain a minimum level of off-street vehicle parking.

1510 The amendments allow the Director to approve an alternative parking quantity for a particular use
 1511 based upon evaluation of parking demands in the ITE Parking Manual or a parking study without
 1512 applying for a variance. The amendments also permit the Director to allow an exceedance of the
 1513 maximum parking standard based on a parking study and approved Transportation Demand
 1514 Management plan.

1515 The amendment to SDC 4.6-110G that enables a developer to count on-street parking as credit for
 1516 off-street parking clarifies and mirrors the existing language in the Accessory Dwelling Units (ADU)
 1517 Development Standards section of the Code (SDC 5.5-125). This amendment preserves the space for
 1518 future planned bike lanes or other planned facilities along curbs.

1519 The bike parking credit was moved from Section 4.6-120I to 4.6-110H and was reduced from 5
 1520 bike spaces for every vehicle space to 2 bike spaces per vehicle space to incentivize developers
 1521 to take advantage of the bike parking reduction credit. Staff believe that the existing 5-bike-
 1522 space standard was adopted to conform to the number of spaces provided by a single wave rack
 1523 (the previously accepted bike parking standard). Because the new, bike parking standard
 1524 requires a high quality rack (i.e. "staple rack") that has space for 2 bikes per rack, it makes sense
 1525 to adjust the requirement. A standard vehicle parking space can fit 4-5 staple racks (or up to 10
 1526 bike parking spaces). Under the bike parking reduction credit, a developer could convert an
 1527 existing vehicle parking space to up to 10 bike parking spaces, resulting in a maximum net
 1528 reduction of 4 vehicle parking spaces for every existing vehicle parking space that is converted
 1529 to bike parking. The amendments also clarify that bike parking may substitute for a percentage
 1530 of vehicle parking only when additional bike parking provided is above minimum quantity of
 1531 bike parking otherwise required.

1532

1533

4.6-100 Motor Vehicle Parking, Loading and Bicycle Parking Standards

1534

1535 4.6-110 Motor Vehicle Parking—General

1536

Springfield Development Code Amendments

- 1537 A. Off-street parking spaces shall be provided ~~for~~ consistent with requirements in Section 4.6-125, Table
 1538 4.6-2, unless excepted as allowed herein, for:
 1539
- 1540 1. All new construction and expansion of multiple family residential, commercial, industrial and
 1541 public and semi-public uses. If an existing development is expanded, new parking spaces shall be
 1542 provided in proportion to the increase only.
 - 1543
 - 1544 2. Changes in use or the use category of an existing building or structure.
 - 1545
 - 1546 ~~3. The Director may authorize a reduction in the number of required parking spaces without a~~
 1547 ~~Variance:~~
 - 1548 ~~a. Based on an approved Parking Study, prepared by a Transportation Engineer; and/or~~
 1549 ~~b. When the location of a building on a site makes it impractical to provide the number of~~
 1550 ~~required spaces without demolishing all or part of the building, and no alternative~~
 1551 ~~parking arrangements are reasonably available; and~~
 1552 ~~c. Based on an affirmative finding by the Director that the exception will have no negative~~
 1553 ~~impacts on neighboring properties; and~~
 1554 ~~d. All installed parking shall confirm to the design standards of this Section and Section 4.6-~~
 1555 ~~115 and 4.6-120.~~
 - 1556
- 1557 B. If parking has been provided to serve an existing use, the number of parking spaces ~~shall cannot~~ be
 1558 reduced if the result would be fewer spaces than required by this Section, except as parking reductions
 1559 are allowed below and under Special Provisions to Table 4.6-2.
- 1560 C. Parking reductions under Sections 4.6-110.H-L and Special Provisions to Table 4.6-2 shall not reduce the
 1561 number of ADA parking spaces required in accordance with the minimum parking in Table 4.6-2 or under
 1562 Section 4.6-110.M.
- 1563 ~~DC.~~ Required parking spaces shall be available for the parking of passenger ~~automobiles~~ vehicles of residents,
 1564 customers, patrons, visitors, and employees only, and shall not be used for outdoor displays, storage of
 1565 vehicles, equipment, or materials. Parking for company motor vehicles that remain on the premises
 1566 overnight, or enclosures designed for the temporary collection of shopping carts, must ~~shall~~ be provided
 1567 in addition to the number of parking spaces required by this Section.
- 1568 ~~ED.~~ Unless joint use of parking facilities is requested as may be permitted in Subsection E. below, the total
 1569 requirement for off-street parking spaces is the sum of the requirements for all uses. If the total number
 1570 of required parking spaces results in a fraction, the fraction shall be rounded up to the next whole
 1571 number. Off-street parking facilities for one ~~1~~ use shall not be considered as providing parking facilities for
 1572 any other use, unless as may be permitted in Subsection F., below.
- 1573 ~~FE.~~ The Director, upon application by all involved property owners, may authorize joint use of parking
 1574 facilities, provided that:
 1575
- 1576 1. The applicant shall demonstrate that there is no substantial conflict in the principal operating
 1577 hours of the buildings or uses for which the joint use of parking facilities is proposed; and
 1578

Springfield Development Code Amendments

2. The parties concerned in the joint use of off-street parking facilities shall 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 shall provide for continuing maintenance of jointly used parking facilities;

3. The agreement shall be recorded at Lane County Deeds and Records at the applicant's expense.

GF. 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 may 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 1/2 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 Sections 4.6-145 and 4.6-150 may substitute for up to 2025 percent of required vehicular parking off-street motor vehicle parking otherwise required in Table 4.6-2. For every ~~two~~ (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 one (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. Existing parking may be converted to take advantage of this provision.

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 ¼-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 four parking spaces to be reduced, rounded up to the next whole number (e.g. one Base Curb Ramp Fee for 1-4 parking spaces reduced, double the Base Curb Ramp Fee for 5-8 parking spaces reduced, etc.). The Base Curb Ramp Fee must be set by Council resolution and must be approximately the cost of constructing one 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.

Springfield Development Code Amendments

- 1621 **M.** Right Size Parking Alternative – Minimum. The Approval Authority may authorize an alternative parking
1622 standard that is less than the minimum off-street parking standard in Section 4.6-125, including
1623 reductions in excess of the cumulative maximum reduction specified in Section 4.6-110.K. above. The
1624 alternative parking standard must be one of the following:
- 1625 1. The average peak period parking demand identified for the use in the current version of the
1626 Institute of Transportation Engineers (ITE) Parking Manual, for the day(s) of the week with the highest
1627 parking demand; or
- 1628 2. The peak parking demand identified by the applicant and supported by information that a
1629 reasonable person would rely upon as determined by the Approval Authority. This information may
1630 include, but is not limited to, transportation demand management or a parking study for a similar
1631 development.
- 1632 **N.** Right Size Parking Alternative – Maximum. The Approval Authority may authorize an alternative parking
1633 standard that is more than 125% of the minimum off-street parking standard in Section 4.6-125. The
1634 alternative parking standard must be the peak parking demand identified by a parking generation study
1635 conducted according to the ITE Manual of Transportation Engineering Studies and prepared by a licensed
1636 engineer.
- 1637
- 1638
- 1639

Springfield Development Code Amendments

4.6-115 Motor Vehicle Parking—Parking Lot Design

All off-street parking areas shall comply with the following dimensional standards:

Table 4.6-1

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle			
		0	45	60	90
Stall width, standard	A	9.0	9.0	9.0	9.0
Stall width, compact	A	8.0	8.0	8.0	8.0
Stall length, standard	B	24.0	18.0	18.0	18.0
Stall length, compact	B	22.0	16.0	16.0	16.0
Aisle width between stall lines	C	12.0	12.0	16.0	24.0
Bumper overhang (typical)	D	0.0	1.5	1.8	2.0
Cross-aisle, 1-way	E	16.0	16.0	16.0	16.0
Cross-aisle, 2-way	F	24.0	24.0	24.0	24.0

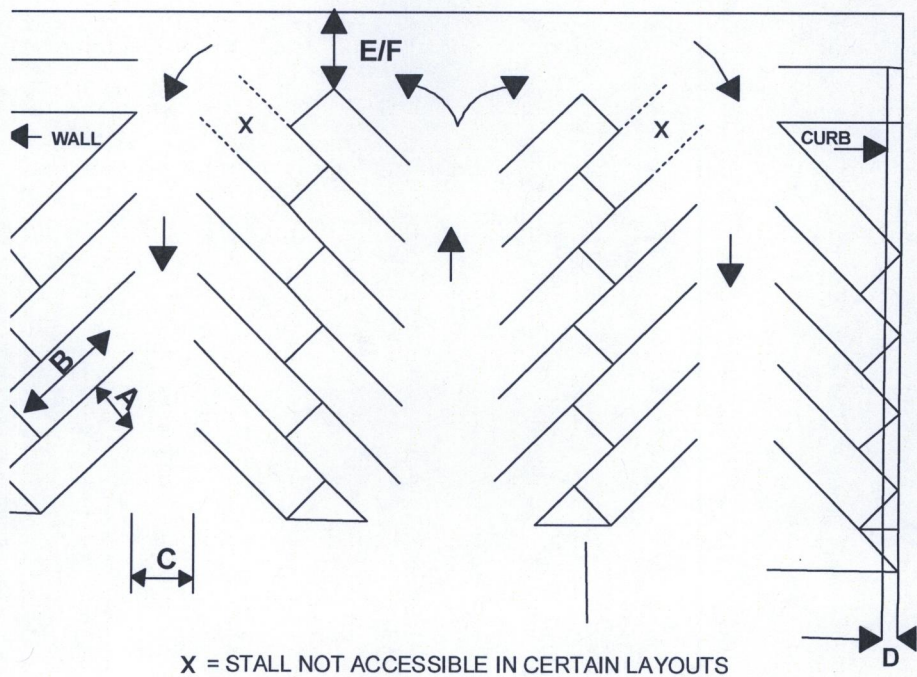
Springfield Development Code Amendments

1648

Figure 4.6A

1649

Parking Lot Design



1650

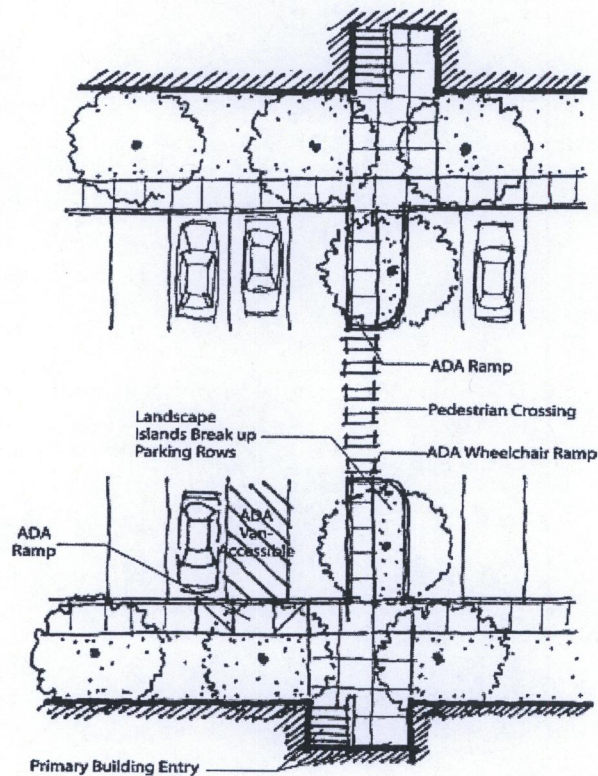
1651

1652

Springfield Development Code Amendments

Figure 4.6A

Parking Lot Design



Findings: Amendments in SDC 4.6-120 relocate the parking reduction currently allowed under Subsection I to group it with other parking reduction options in SDC 4.6-110. Revisions to SDC 4.6-120.A. permit the Director to authorize permeable paving in parking areas and driveways, providing stormwater and environmental benefits from an alternative to standard paving, to implement TSP Policy 3.3, Action 1.

Section F shown as strikethrough has been moved to Section 4.2-120.A.3. and amended.

Amendments to new Section F help implement TSP Policy 2.7, Action 1.

4.6-120 Motor Vehicle Parking – Parking Lot Improvements

All parking areas shall conform to the setback, vision clearance, planting and screening provisions of this Code and shall be completed prior to occupancy. Required parking spaces shall be improved as follows:

Springfield Development Code Amendments

- 1674
- 1675 A. All parking ~~areas shall~~ lots, bays, and spaces must have a durable, dust free surfacing of Asphaltic
- 1676 concrete, Portland cement concrete or other materials as ~~specified in the Building Safety Codes and~~
- 1677 approved by the ~~Building Official~~ City Engineer. Permeable pavement meeting standards in the City's
- 1678 Engineering Design Standards and Procedures Manual may be allowed by the City Engineer for parking
- 1679 areas and driveways. Parking lot surfacing shall not encroach upon the public right-of-way.
- 1680
- 1681 B. Adequate drainage improvements shall be provided to ~~dispose of~~ manage all on-site run-off. Provisions
- 1682 shall be made for the on-site collection of drainage waters to eliminate sheet flow onto sidewalks, public
- 1683 rights-of-way, and abutting private property. All drainage systems shall be approved by the City Engineer
- 1684 ~~Building Official and shall be constructed in conformance with the Building Safety Codes~~.
- 1685
- 1686 C. All parking ~~stalls~~ spaces fronting a sidewalk, alley, street, landscaped area or structure shall be provided
- 1687 with a secured wheel bumper or linear curb not less than 6 inches in height to be set back from the front
- 1688 of the stall a minimum of 2 feet to allow for vehicle encroachment. Wheel bumpers shall be a minimum of
- 1689 6 feet in length. Curbs shall be constructed in conformance with the Standard Construction Specifications.
- 1690
- 1691 **EXCEPTION:** As an option, the sidewalk or landscaped area may be widened 2 feet beyond the minimum
- 1692 dimension required to allow for vehicle encroachment. A curb not less than 6 inches in height shall
- 1693 protect the widened sidewalks and planter areas.
- 1694
- 1695 D. Backing into the public right-of-way, other than alleys is prohibited.
- 1696
- 1697 **EXCEPTION:** Parking areas of less than 4 spaces on a residentially zoned lot/parcel may back into the
- 1698 public right-of-way.
- 1699
- 1700 E. All spaces shall be permanently and clearly marked unless the Director determines that the spaces should
- 1701 not be marked for safety considerations. Old striping shall not be visible after being replaced by new
- 1702 striping.
- 1703
- 1704 ~~F. Parking areas shall be designed to connect with parking areas on abutting sites within the same zoning~~
- 1705 ~~district to eliminate the use of the street for cross movements.~~
- 1706
- 1707 **FG.** Not more than 30 percent of the total parking spaces in a parking lot may be designated for compact cars,
- 1708 unless a greater percentage is authorized by the Director based on substantial evidence that greater than
- 1709 30 percent of the total parking spaces is appropriate for the use. These spaces shall be signed and/or the
- 1710 space painted with the words "Compact Car Only."
- 1711
- 1712 **GH.** Parking Spaces For Disabled Persons for People with Disabilities.
- 1713
- 1714 1. Parking spaces for ~~disabled persons~~ people with disabilities and accessible passenger loading
- 1715 zones that serve a particular building shall be located as close as possible to a building entrance.
- 1716 2. The number and dimensions of parking spaces for ~~disabled persons~~ people with disabilities shall
- 1717 be as specified in Section ~~1104-1106~~ of the Oregon Structural Specialty Code.
- 1718

Springfield Development Code Amendments

~~I. Motor Vehicle Parking Space Reduction Credit. Bicycle parking may substitute for up to 25 percent of required vehicle parking. For every 5 non-required bicycle parking spaces that meet the short or long term bicycle parking standards specified in Table 4.6-3, the motor vehicle requirement is reduced by 1 space. Existing parking may be converted to take advantage of this provision.~~

Findings: Amendments below in SDC 4.6-125C furthers TSP Policy 2.7, Action 1 to foster economic development by establishing maximum quantities of off-street parking, based on 125% of the minimum parking required. Establishing a parking maximum, with allowances for exceeding that percentage, supports better site utilization for productive, revenue-generating use and has precedent in other communities. For example, Eugene limits parking for non-residential uses to 125% of the minimum required. Corvallis limits parking for any site to 130% of the minimum required, and Bend limits surface parking to 150% of the minimum required. Under the existing Springfield Development Code, a maximum parking limitation is provided only for non-residential uses in Mixed Use Districts (i.e., 120% of the minimum required in SDC 4.6-125G.1.b.) and the Glenwood Riverfront Mixed-Use Plan District area.

Amendments to Table 4.6-2 shown below simplify the table and provide flexibility to deviate from the requirements in the table based on section 4.6-110. Language changes to parking requirements Table 4.6-2 for schools are provided for clarity.

It is common for development applications to have difficulties reaching the parking minimum requirements as the current Springfield Development Code applies. Very rarely do development applications in Springfield greatly exceed the minimums required. The parking maximum (125% of the minimum parking required) is not expected to be a detriment to development in Springfield. The amended parking maximum helps implement Policy 2.7, Action 1, *“Modify parking requirements to assure that they are appropriate for land uses. The purpose of this action is to reduce parking requirements to utilize land for economic development.”*

Under Special Provisions in SDC 4.6-125G.1.a., the existing 20% limitation on parking reduction for nonresidential uses in Mixed Use Districts is deleted, given the amended text in SDC 4.6-110 allows for a higher percentage parking reduction. Text in SDC 4.6-125G.2. is modified to reflect that residential mixed uses – like non-residential mixed uses – are required to comply with the minimum parking requirements only for off-street surface parking. This helps distinguish, and provide support, for provision of structured parking to help meet parking demands, particularly within Mixed Use zoning districts. The exception language in SDC 4.6-125G.3. is deleted since the amended text allows parking reductions for development sites on, and proximate to, frequent transit corridors irrespective of the use.

The deletion in SDC 4.7-195.1.8. is for consistency with the amendments in Table 4.6-2.

Springfield Development Code Amendments

1760 4.6-125 Motor Vehicle Parking – Parking Space Requirements

1761

1762

Table 4.6-2

<i>Use</i>	<i>Minimum Parking Requirements</i>
Dwellings single family, duplexes and manufactured	2 for each dwelling
Dwellings cluster subdivisions	See applicable dwelling unit
Child Care Centers	1 drop-off space for each 700 square feet of gross floor area, plus 1 long-term space for each 350 square feet of gross floor area
Education Facilities	Public/Private 2 for each classroom, plus 1 elementary/middle school for each 100 square feet of 6 or more student's public assembly area.
Group Care Facilities	0.25 for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.
Dwellings multiple family other than quads or quints	1.5 for each dwelling unit
Public Utility Facilities	None, unless utility vehicles will be parked overnight.
Dwellings quads or quints	0.75 for each bedroom
Transient Accommodations	
Bed and breakfast facilities, boarding and rooming houses and hotels	1 plus 1 for each guest bedroom
Emergency shelter homes	None
Youth hostels	0.3 for each guest bedroom
Eating and drinking establishments	1 for each 100 square feet of gross floor area.
Recreational facilities and religious, social and public institutions	1 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.
Retail sales, personal service, including small scale repair and maintenance and offices	1 for each 300 square feet of gross floor area.
Shopping centers and malls	1 for each 250 square feet of gross floor area, exclusive of covered pedestrian walkways. Once a shopping center or mall has been approved, no additional parking shall be required, unless there is new construction

Springfield Development Code Amendments

<i>Use</i>	<i>Minimum Parking Requirements</i>
Transportation facilities	1 for each 300 square feet of gross floor area not including vehicle storage areas.
Warehouse commercial sales	1 for each 600 square feet of gross floor area.
Manufacture and assembly, and other primary industrial uses	1 for each 500 square feet industrial of gross floor area (manufacture and assembly) for each 1000 square feet of gross floor area (warehousing)
Secondary industrial uses	See applicable use in this table

1763

1764

1765 **A.** The following parking standards have been established Table 4.6-2 establishes minimum off-street
 1766 parking standards according to use, which and apply to that use in any zoning district.

1767

1768 **B.** The minimum parking standard for any use not specified in Table 4.6-2 is the average peak period parking
 1769 demand identified for that use in the current version of the ITE Parking Manual, for the day(s) of the week
 1770 with the highest parking demand.

1771

1772 **C.** The maximum off-street parking standard for any use that is not a residential use is 125 percent of the
 1773 minimum off-street parking standard. There is no maximum off-street parking standard for residential
 1774 uses.

1775

1776 **D.** Parking standards established in Table 4.6-2 may be modified as provided in Section 4.6-110.

1777

1778

TABLE BELOW COMPLETELY REPLACES EXISTING TABLE IN CODE

1779

1780

Table 4.6-2

<i>Use</i>	<i>Minimum Parking Standard</i>
Residential Uses	
Single family (attached and detached) and duplex dwellings	1 space for each dwelling when paved on street parking is available directly abutting the property and there are no adopted plans to remove the on-street parking. 2 spaces for each dwelling when no paved on street parking in available directly abutting the property or when the existing on street parking is planned to be removed as part of an adopted plan.
Multi family dwellings	1 space for each dwelling unit
Group care facilities	0.25 space for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.
Boarding and rooming houses (see SDC 4.7-215)	One-half of an additional parking space for each boarding room in addition to any parking for a primary use.
Commercial/Industrial Uses	
Child care center	1 space for each 350 square feet of gross area, plus one drop

Springfield Development Code Amendments

	off space for each 700 square feet of gross floor area.
Hotel/motel or bed and breakfast facilities	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.
Public and Institutional Uses	
Educational facilities	2 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.

1781

1782 Special Provisions:

1783 A. Downtown Exception Area. Within the Downtown Exception Area, all lots/parcels and uses are shall be
 1784 exempt from the minimum off-street parking space requirements of this Section. However, if the Director
 1785 determines there is a need for off-street parking, the Director may require an Institute of Transportation
 1786 Engineering (ITE) Parking Generation Report to determine the off-street parking requirements. In any
 1787 case, any voluntarily installed parking shall conform to the design standards of this Section.

1788 B. Commercial Districts.

1789 1. Parking lots in the Neighborhood Commerical (NC) District shall be designed so that every
 1790 seventh space is developed as a landscaped separator between spaces. NC developments that
 1791 require more than 25 parking spaces shall locate half of all the required spaces over 25 behind
 1792 proposed buildings.

1793 2. Parking lots shall be used exclusively for the parking of vehicles.

1794 **EXCEPTION:** Parking spaces in excess of the number required by this Code may be used for
 1795 temporary sales or display of merchandise where the activity does not create a hazard for
 1796 automobile or pedestrian traffic or where otherwise allowed under this Code or the Springfield
 1797 Municipal Code.

1800 3. A minimum of 4 off-street parking spaces shall be required for all sites in commercial zoning
 1801 districts ~~uses~~ that require parking, unless reduced under Section 4.6-110M.

1802 C. Light-Medium Industrial (LMI), Heavy Industrial (HI), and Special Heavy Industrial (SHI) Districts. In addition
 1803 to reductions permitted in accordance with the provisions of Section 4.6-110, p Parking spaces may be
 1804 reduced in LMI, HI, or SHI zoning districts on a 1-for-1 basis when the number of spaces required is more
 1805
 1806

Springfield Development Code Amendments

1807 than the number of employees working on the busiest shift, provided that a landscaped area equal to the
 1808 total number of spaces reduced shall be held in reserve for future use.

1809
 1810 D. Campus Industrial (CI) District.

1811 1. To the greatest extent practicable, parking shall be located behind buildings, internal to
 1812 development or to the side of a building.

1813
 1814 **EXCEPTIONS:**

1815 a. The number of required parking spaces for uses not shown in Table 4.6-2 shall be
 1816 determined based upon standards for similar uses.
 1817 b. Parking spaces may be reduced on a 1-for-1 basis when the number of spaces required
 1818 is more than the shift with the largest number of employees, provided that a landscaped
 1819 area equal to the total number of spaces reduced is held in reserve for future use.

1820
 1821 2. An additional 5 percent of impermeable surface may be allowed in cases where all parking on a
 1822 lot/parcel is screened by earthen berms with an average height of 3 feet (measured from the
 1823 finished grade of the edge of the parking lot), sunken below grade an average depth of 3 feet
 1824 (measured from the finished grade of the edge of the parking lot to the finished grade of the
 1825 adjacent berm or landscaped area), or both.

1826
 1827 3. Truck parking for vehicles necessary for the operation of the facility may be located either:

1828
 1829 a. Within an enclosed building; or
 1830 b. Outside of a building if the following standards are met and shall:

1831
 1832 i. Be prohibited in all front and street-side yards;
 1833
 1834 ii. Meet the building setback standards specified in Section 3.2-420; and
 1835
 1836 iii. Be screened as specified in Section 3.2-445.

1837
 1838 E. Medical Services District. Motor vehicle parking standards shall be determined based upon standards for
 1839 similar uses in Table 4.6-2 and upon the required Traffic Study.

1840 F. Public Land and Open Space District. Motor vehicle parking standards shall be determined based upon
 1841 standards for similar uses in Table 4.6-2. Uses not listed shall require a Parking Study.

1842
 1843 G. Mixed Use Districts.

1844 1. Nonresidential Requirements.

1845 a. ~~Off-street surface parking shall~~ must meet the minimum parking requirement for the
 1846 various commercial and industrial uses in Table 4.6-2 unless reduced under applicable
 1847 provisions in this Code. The Director may reduce the minimum number of parking
 1848 spaces required, based on a parking generation study, without the need for a Variance.
 1849 The study shall demonstrate how a proposal to reduce parking is justified by estimated

Springfield Development Code Amendments

- 1850 peak use, easy pedestrian access, availability of transit service, and adjacent on-street
1851 parking. This reduction shall be limited to 20 percent of the established standard.
1852
- 1853 ~~b.~~ The maximum number of parking spaces allowed shall not exceed 120 percent of the minimum
1854 parking requirement for commercial and industrial uses in Table 4.6-2. The Director may increase
1855 the allowed number of parking spaces based on a parking generation study, using statistical
1856 analysis from the Institute of Transportation Engineering (ITE) Parking Generation Report without
1857 the need for a Variance. The study shall demonstrate how a proposal to increase parking is justified
1858 by estimated peak use, and how parking demand management techniques to reduce the needed
1859 number of parking spaces would be ineffective for the development.
1860
- 1861 2. Residential Requirements. Minimum off-street parking standards for residential uses ~~shall~~ must
1862 comply with the standards specified in Table 4.6-2 unless reduced under applicable provisions in
1863 this Code.
1864
- 1865 ~~3.~~ **EXCEPTION:** The Director may reduce the minimum residential parking standard when it is
1866 demonstrated that proposed housing is along a frequent service transit line, or is otherwise
1867 provided for by this Code.
1868
- 1869 *****
1870

Springfield Development Code Amendments

4. Changes to Bicycle Parking Standards (SDC Chapters 3 & 4)

Relevant TSP Policies/Actions:

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

Action 2: Consider bike parking recommendations from the 2013 Regional Bike Parking Study when updating Springfield's bike parking standards.

Policy 3.2: Expand and enhance Springfield's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.

Action 6: Create city-wide bike parking stations in strategic locations such as along major transit routes and in Springfield's central business district.

Policy 3.8: Coordinate the design of Springfield's transportation system with relevant local, regional, and state agencies.

Action 1: Work with ODOT, Lane County, and LTD to improve pedestrian and bicycle facilities along state highways and major transit routes where appropriate.

Action 2: Coordinate with Springfield Public Schools to provide key bicycle, pedestrian, and transit facilities near schools to ensure safe, convenient, and well-connected routes to schools.

Findings: The following revisions recommend increasing the minimum number of bicycle parking spaces required from 3 spaces to 4 spaces because high-quality "staple" or "inverted-U" style bike racks typically hold two bicycles each. Changes are intended to update the bicycle parking standards to modern rack type and installation standards to provide better quality facilities than the previous version of the Code. Figure 4.6-B is also updated to align with current best practices for bike parking installation.

SDC4.6-145D that is shown as strikethrough has been relocated to Section 4.6-150.A.7.

4.6-140	Bicycle Parking—Purpose and Applicability
----------------	--

- A.** Safe and convenient bicycle parking is required in most zoning districts and land use categories to encourage the use of bicycles as a mode of transportation. The required number of spaces is lower for uses that do not tend to attract bicycle riders and higher for those that do. Additionally, some bicycle parking is required on the basis of specifically encouraging employee, student or customer related bicycle use. The following standards ensure that bicycle parking is convenient to the cyclist in its location and provides sufficient security from theft and damage. Long-term bicycle parking space requirements accommodate employees, commuters, students, residents and other persons who expect to leave their

Springfield Development Code Amendments

bicycles for more than 2 hours. Short-term bicycle parking spaces accommodate visitors, customers, messengers, and other persons expected to depart within approximately 2 hours.

- B. Unless exempted elsewhere in this Code, all development shall comply with the bicycle parking provisions of this Section.

4.6-145 Bicycle Parking—Facility Design

- A. The required minimum number of bicycle parking spaces for each principal use is 3 spaces. Specific requirements per use are given in Section 4.6-155. Additional bicycle parking spaces may be required at common use areas. Fractional numbers of spaces shall be rounded up to the next whole space. Required bicycle parking spaces and facilities must be a powder coated staple or inverted-U rack as shown in Figure 4.6-B. Alternatively, the required bicycle parking spaces must fulfill the criteria for quality bicycle parking, which are as follows:

1. Supports the bicycle frame in a stable position without damage to wheels, frames, or components and provides two points of contact;
2. Allows locking of the frame and one or both wheels with a U-lock;
3. Is securely anchored to the ground or to a structure;
4. Resists cutting, rusting, bending, or deformation, both from natural causes and from human abuse;
5. Powder coated or durable, non-scratching surface; and
6. Works well for a variety of bicycle frame types (e.g. should work for step-through frame as well as diamond frame, children's bicycles as well as adult bicycles, recumbent as well as other styles of adaptive bicycles).

- B. Each bicycle parking space shall be at least 2 by 6 feet with an overhead clearance of 7 feet, and with a 5-foot access aisle beside or between each row of bicycle parking, and between parked bicycles and a wall or structure (the dimensions for commonly used bicycle racks are shown in Figure 4.6-B.). Bicycles may be tipped vertically for storage but not hung above the floor. Required bicycle parking spaces and facilities must be constructed and installed in accordance with Section 4.6-150 and Figures 4.6-B and 4.6-C. Bicycle parking shall must be provided at ground level unless an elevator with clear bicycle wayfinding signage is easily accessible and directs users to an approved bicycle storage area. Each required bicycle parking space shall must be accessible without removing another bicycle.

- C. All required long-term bicycle parking spaces shall must be sheltered from precipitation and include lighting. Short term bicycle parking is not required to be sheltered.

- D. Short-term bicycle parking must be sheltered as follows:

1. If 10 or fewer short-term bicycle parking spaces are required, no shelter is required for short-term bicycle parking.
2. If more than 10 short-term bicycle parking spaces are required, at least 50 percent of the short-term bicycle parking spaces in excess of 10 must be sheltered.

Springfield Development Code Amendments

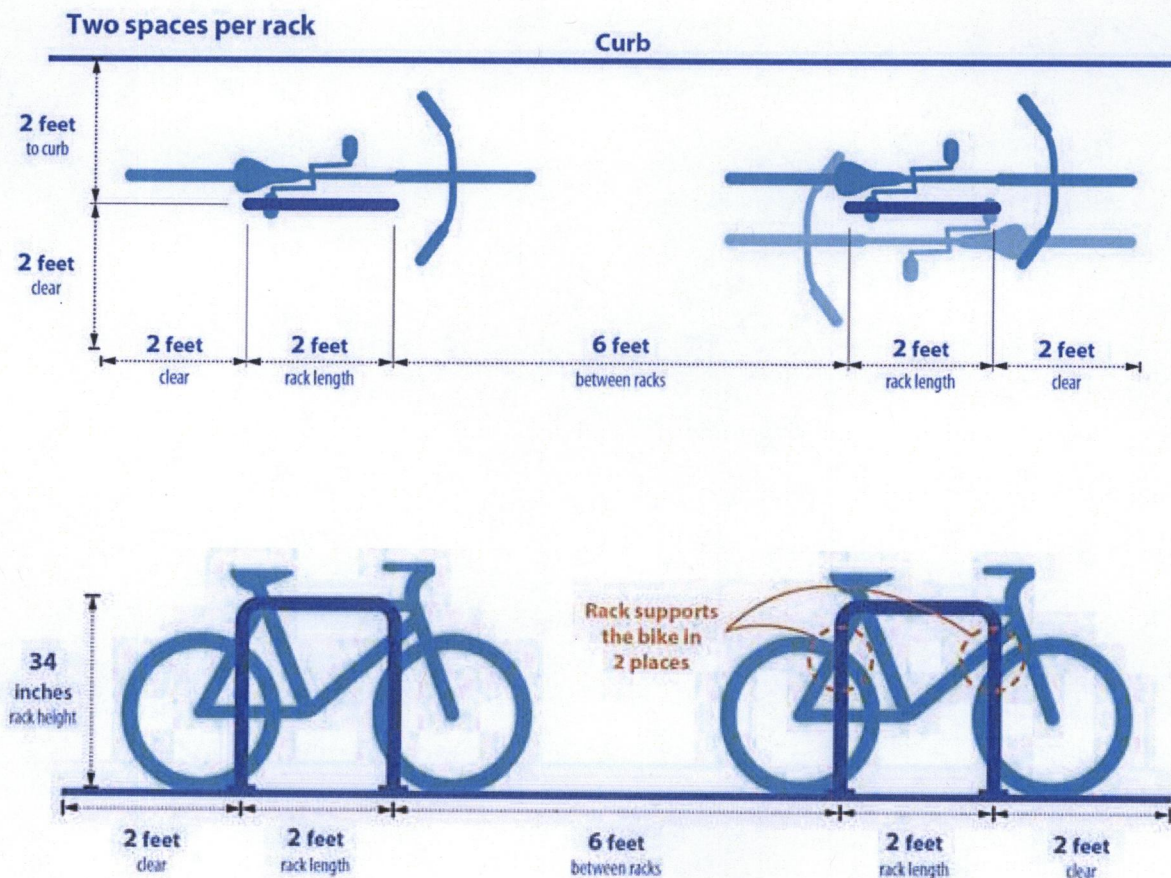
3. Shelters must have a minimum 7-foot overhead clearance and must completely cover the bicycle parking rack and any bicycles that are parked in the way the rack was designed to be used.

- E. Bicycle parking that accommodates oversized bicycles and alternative bicycle types must be provided as follows:

1. Each oversized bicycle parking space must provide minimum clear area of 4 feet by 8 feet as shown in Figure 4.6-C.
2. At least 10% of the long-term bicycle parking spaces for commercial uses and residential uses must be oversized bicycle parking spaces.
3. At least 10% of the short-term bicycle parking spaces for schools (elementary through high school) must be oversized bicycle parking spaces.

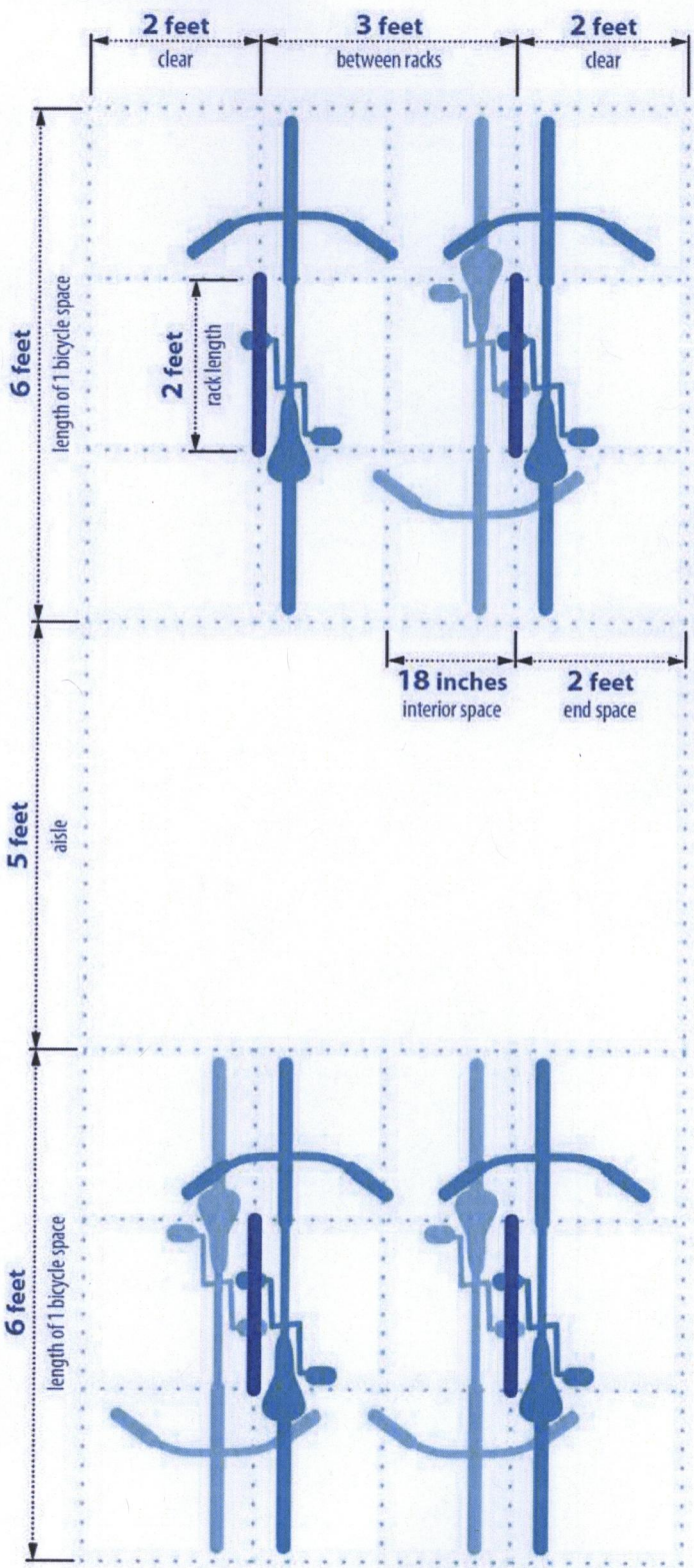
- D. Direct access from bicycle parking spaces to the public right-of-way shall be provided with access ramps, if necessary, and pedestrian access from the bicycle parking area to the building entrance.

Figure 4.6-B



Springfield Development Code Amendments

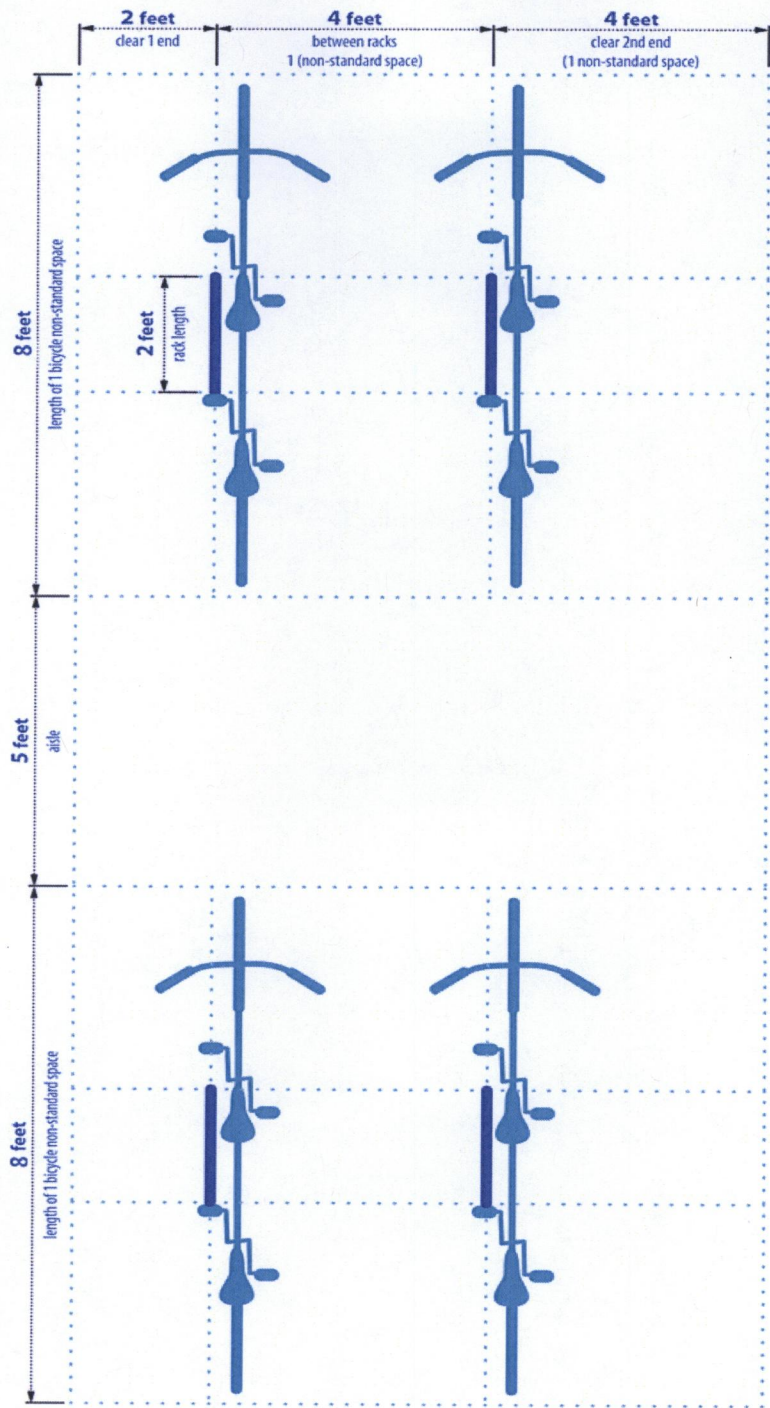
Two spaces per rack



Springfield Development Code Amendments

1984

Figure 4.6-C



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Springfield Development Code Amendments

Findings: The following section establishes requirements for rack type that align with current high quality standards for bicycle racks. These amendments support TSP Policy 2.4 and Policy 2.7, Action 2.

4.6-150 Bicycle Parking—Facility Improvements

A. Bicycle Parking Location and Security.

1. ~~Bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frames or components and that allow the frame and both wheels to be locked to the rack by the bicyclist's own locking device; and be provided within a convenient distance of, and clearly visible from, the main entrance to the building or point of entry to the use as determined by the City.~~ Bicycle parking racks, shelters, or lockers shall must be securely anchored to the ground or to a structure.
2. Exterior long-term bicycle parking must be located within 200 feet from the main building entrance, primary point of entry to the use, or employee entrance.
3. Exterior short-term bicycle parking must:
 - a. Be located no further than fifty (50) feet from the main building entrance or primary point of entry to the use, as determined by the City, but not further away than the closest on-site automobile parking space excluding designated accessible parking spaces, whichever distance is less; and
 - b. Be clearly visible from the main building entrance or primary point of entry to the use.
- ~~42.~~ Bicycle parking shall be separated from motor vehicle parking by a barrier, curb, or sufficient distance to prevent damage to parked bicycles.
- ~~53.~~ Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, signs shall be provided to direct bicyclists to the parking. Directions to sheltered facilities inside a structure may be signed or supplied by the employer, as appropriate. Short-term parking shall be made available to the general public.
- ~~64.~~ Bicycle parking may be located inside a building on a floor, which has an outdoor entrance open for use, and which does not require stairs to access the space.³

EXCEPTION: The Director may allow bicycle parking on upper stories within multi-story residential buildings.
- ~~75.~~ Bicycle parking and bicycle racks ~~shall must~~ be located to avoid conflict with pedestrian movement and access. Direct access from bicycle parking spaces to the public right-of-way must be provided by at-grade or ramp access. Pedestrian access must be provided from the bicycle parking area to the building entrance. Bicycle parking may be located in the public sidewalk or right-of-way where there is a minimum 5 feet between the parked bicycle and the storefront and does not conflict with pedestrian accessibility.

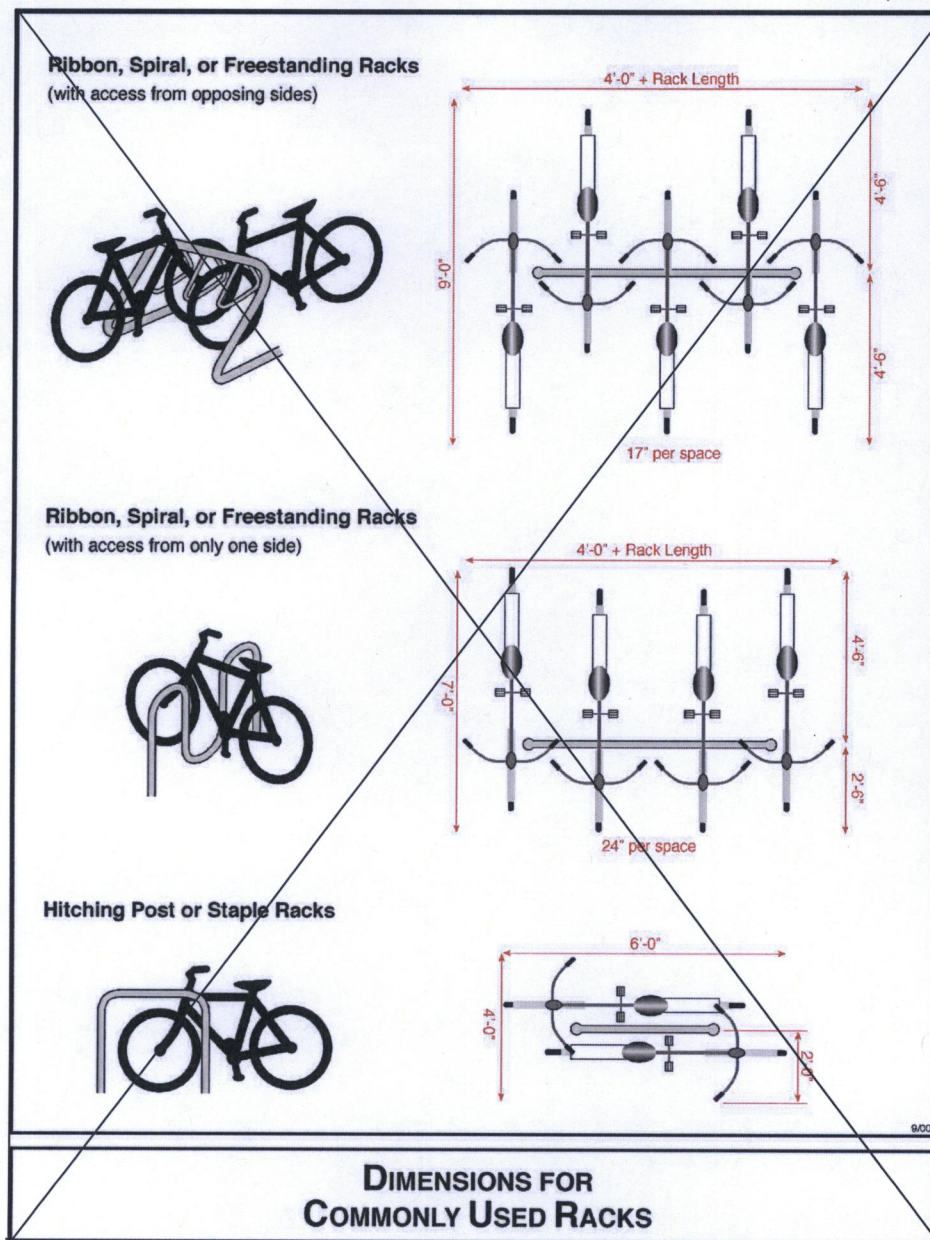
Springfield Development Code Amendments

- 2034 **86.** For multifamily dwellings with required bike parking, requirements may be met through the
2035 provision of individual garages or storage units. For housing relying on a common garage and
2036 without storage units, bicycle racks shall be provided in the garage.
2037
- 2038 **B.** ~~Businesses~~ Employers with changing rooms and shower facilities or other additional amenities ~~that~~
2039 ~~encourage bicycling or other alternative modes of transportation by employees or patrons~~ may be eligible
2040 for a 10 percent reduction of Transportation System Development Charges if the Director determines that
2041 those facilities encourage bicycling or other ~~alternative active~~ modes of transportation by employees or
2042 patrons ~~if the City Engineer determined a decrease in vehicle trips will result.~~
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Figure 4.6-B

Springfield Development Code Amendments



Findings: The following table is intended to entirely replace existing Table 4.6-3 in order to make it more concise. Below the existing strikethrough table, the amended table started with the recommendations from the [Regional Bike Parking Study](#) and then was further revised through input from the Stakeholder Sounding Board and Planning Commissions.

Springfield Development Code Amendments

4.6-155 Bicycle Parking—Number of Spaces Required

A. The required minimum number of bicycle parking spaces for each principal use is four (4) spaces, unless otherwise specified in Table 4.6-3. Additional bicycle parking spaces may be required at common use areas. When the number of required spaces results in a fractional number, the total number of required spaces will be rounded up to the next whole number. When application of the long and short term bicycle parking percentages results in a fractional number of long and short term spaces, the number of long term spaces required will be rounded up to the next whole number; the remaining number of required spaces will be designated as short term bicycle parking.

B. The following parking standards have been established according to land-use and apply to that use in any zoning district.

Table 4.6-3

<i>Land Use</i>	<i>Minimum Parking Requirements (Minimum 3 spaces required)</i>	<i>Type and % of Bike Parking</i>
Residential Uses		
Tri-plexes, 4-plexes, and multifamily (3 or more dwellings on same lot/parcel)	1 per dwelling unit	100% long term
Manufactured dwelling park	1 per 400 square feet for common use buildings	N.A.
Day care centers where 13 people or more are served	1 per 10 employees	100% long term
Group care facilities with 6 or more people living at the facility	1 per 10 employees	N.A.
Transient accommodations		
–Bed and breakfast facilities	1 per 10 guest bedrooms.	100% long term
–Bedroom, boarding and rooming houses	1 per guest room.	100% long term
–Emergency shelter homes/homeless shelters	1 per 10 beds.	75% long term 25% short term
–Campus living organizations, including fraternities and sororities	1 for each 2 occupants for which sleeping facilities are provided.	100% long term
–University and college dormitories	1 for each 2 occupants for which sleeping	100% long term

Springfield Development Code Amendments

<i>Land Use</i>	<i>Minimum Parking Requirements (Minimum 3 spaces required)</i>	<i>Type and % of Bike Parking</i>
	facilities are provided.	
Commercial Uses		
Agricultural and animal sales and service	1 per each 4000 square feet of floor area.	25% long term 75% short term
Amusement centers (including, but not limited to: arcades, pool tables, bowling alleys)	1 per each 1000 square feet of floor area.	25% long term 75% short term
Arenas (indoor and outdoor)	1 per 20 seats.	25% long term 75% short term
Artists galleries/studios	1 per each 500 square feet of floor area.	25% long term 75% short term
Athletic facilities and sports clubs		
—Viewing areas	1 per each 280 square feet of floor area.	25% long term 75% short term
—Locker rooms, saunas whirlpools, weight rooms, or gymnasiums	1 per each 750 square feet of floor area.	25% long term 75% short term
—Lounge or snack bar areas	1 per each 600 square feet of floor area	25% long term 75% short term
—Pro shops or sales areas	1 per each 3000 square feet of floor area.	25% long term 75% short term
—Playing courts	10% of auto spaces (minimum of 4).	25% long term 75% short term
—Swimming pools	1 per each 2000 square feet of floor area.	25% long term 75% short term
Automotive, marine, appliance, service and	1 per each 6000 square feet of floor area.	25% long term

Springfield Development Code Amendments

<i>Land Use</i>	<i>Minimum Parking Requirements (Minimum 3 spaces required)</i>	<i>Type and % of Bike Parking</i>
repair		75% short term
Automotive parts stores	1 per each 3000 square feet of floor area.	100% short term
Ballet, dance, and gymnastic schools/academies/studios	1 per each 400 square feet of floor area.	25% long term 75% short term
Banks, savings and loan offices, credit unions	1 per each 3000 square feet of floor area.	25% long term 75% short term
Business and professional offices and services, personal services (except as noted below)	1 per each 3000 square feet of floor area.	25% long term 75% short term
Barber, beauty, nail, tanning shops, and self-service laundromats	1 per each 2000 square feet of floor area	25% long term 75% short term
Convenience stores, liquor stores, general merchandise stores, including supermarkets, department stores, and specialty stores (computer, gift, or video, for example)	1 per each 3000 square feet of floor area.	25% long term 75% short term
Eating and drinking establishments	1 per each 600 square feet of floor area.	25% long term 75% short term
Equipment, heavy and light, rental/sales/service. Includes truck and tractor sales	1 per each 4000 square feet of floor area.	25% long term 75% short term
Furniture and home furnishing stores, hardware/home improvement stores, including building material and supplies	1 per each 6000 square feet of floor area.	25% long term 75% short term
Garden supply/nurseries, including tree and seed stores	1 per each 6000 square feet of floor area.	25% long term 75% short term
Hotels, motels, youth hostels, and similar businesses providing overnight accommodations	1 per 10 guest bedrooms.	25% long term 75% short term
Manufactured dwelling Sales/service/repair	1 per each 3000 square feet of floor area.	25% long term

Springfield Development Code Amendments

Land Use	Minimum Parking Requirements (Minimum 3 spaces required)	Type and % of Bike Parking
		75% short term
Motor vehicle and tire sales, service stations, including quick servicing	1 per each 6000 square feet of floor area.	100% short term
Mortuaries and cemeteries	1 per each 3000 square feet of floor area.	100% short term
Office or medical equipment and supplies	1 per each 3000 square feet of floor area.	25% long term 75% short term
Photographer's studios, picture framing and glazing	1 per each 3000 square feet of floor area.	100% short term
Public utility facilities not containing employees in commercial districts		
Recreational vehicles and heavy truck sales, service, and repair	1 per each 4000 square feet of floor area.	100% short term
Shopping centers and malls	1 per each 3000 square feet of floor area.	25% long term 75% short term
Theaters, live entertainment and motion picture	1 per 40 seats.	25% long term 75% short term
Transportation facilities	1 per each 3000 square feet of floor area.	75% long term 25% short term
Warehouse commercial sales, regional distribution center	1 per each 6000 square feet of floor area	25% long term 75% short term
Industrial Uses		
Agricultural, resource production and extraction	1 per each 600 square feet of floor area.	100% short term
Manufacture and assembly	1 per 3000 square feet of floor area	25% long term 75% short term

Springfield Development Code Amendments

Land Use	Minimum Parking Requirements (Minimum 3 spaces required)	Type and % of Bike Parking
Retail trade when secondary, directly related, and limited to products manufactured, repaired, or assembled on the development site	1 per each 3000 square feet of floor area.	25% long term 75% short term
Education		
Universities or colleges, schools, business or specialized educational training	1 per 5 full time students	25% long term 75% short term
Schools, driving (including use of motor vehicles)	1 per each 3000 square feet of floor area.	25% long term 75% short term
Schools, public or private (elementary through high school)	1 per 8 students.	25% long term 75% short term
Universities or colleges	1 per 5 full time students.	25% long term 75% short term
Government		
Libraries	1 per each 1500 square feet of floor area.	25% long term 75% short term
Museum	1 per each 500 square feet of floor area.	25% long term 75% short term
Government services, not specifically listed in this or any other uses and permits table	1 per each 3000 square feet of floor area.	25% long term 75% short term
Correctional facilities, excluding residential treatment centers	1 per 20 beds.	25% long term 75% short term
Medical and Health Services		
Blood banks	1 per each 3000 square feet of floor area.	100% short term
Hospitals, clinics, or other medical health treatment facilities (including mental health)	1 per each 3000 square feet of floor area.	25% long term 75% short term

Springfield Development Code Amendments

<i>Land Use</i>	<i>Minimum Parking Requirements (Minimum 3 spaces required)</i>	<i>Type and % of Bike Parking</i>
in excess of 10,000 square feet of floor area		
Laboratories—medical, dental, x ray.	1 per each 3000 square feet of floor area	25% long term 75% short term
Nursing homes, plasma center, residential treatment centers.	1 per 15 beds	75% long term 25% short term
Veterinary and wildlife care centers	1 per each 3000 square feet of floor area	100% short term
Other uses		
Civic, social, fraternal organizations, including clubs and lodges of national organization	1 per each 3000 square feet of floor area.	100% short term
Community and neighborhood centers	1 per each 1000 square feet of floor area.	25% long term 75% short term
Park, community or regional	Minimum of 4 plus additional spaces if the park is developed with the following improvements: Playing court: 2 spaces Picnic Shelter: 2 spaces Playground: 2 spaces Athletic/Playing Field: 4 spaces Skateboard Park: 2 spaces Restroom: 2 spaces	100% short term
Parking garages	10% of auto spaces.	100% long term
Race tracks, including drag strips and go-cart tracks	1 per 40 seats.	25% long term 75% short term
Religious, social and public institutions	1 per 40 fixed seats or 60 feet of bench length or every 200 square feet where no permanent seats or benches are maintained in main	100% short term

Springfield Development Code Amendments

<i>Land Use</i>	<i>Minimum Parking Requirements (Minimum 3 spaces required)</i>	<i>Type and % of Bike Parking</i>
	auditorium (sanctuary or place of worship).	
Transit park and ride, transit station	Minimum 10 spaces, 10% of auto spaces, whichever is greater.	25% long term 75% short term

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TABLE BELOW COMPLETELY REPLACES EXISTING TABLE IN CODE**Table 4.6-3 Minimum Required Bicycle Parking Spaces**

Use Category	Specific Uses	Number of Required Spaces	Long and Short Term Bicycle Parking Percentages
Residential	Single-family and duplexes	0	N/A
	Triplex, four-plex, and multi-family	1 per dwelling unit	75% long term 25% short term
	Dormitories	1 space per every 3 occupants	50% long term 50% short term
	Assisted care and day cares	1 per 5 employees	75% long term 25% short term
	Other Residential Uses	1 per dwelling unit	50% long term 50% short term
Commercial	General Retail	1 per 3000 square feet of floor area	25% long term 75% short term
	Eating and Drinking Establishments	1 per 600 square feet of floor area	25% long term 75% short term
	Service Establishments	1 per 2000 square feet of floor area	25% long term 75% short term
	Art Institution/Gallery	1 per 1500 square feet of floor area	25% long term 75% short term
	Drive-through Only Establishments	2 for employee parking (minimum of 4 does not apply)	100% long term
	Lodging	1 per 10 rentable rooms	75% long term 25% short term
	Office, including Medical Offices and Clinics	0.75 per 5000 square feet of floor area	75% long term 25% short term
	Industrial and Wholesale	0.25 per employee OR 1 per 4000 square feet of floor area, whichever is less	75% long term 25% short term
Institutional	Government related uses	1 per 3000 square feet of floor area	25% long term 75% short term
	Schools (elementary through high school)	1 per 10 students based on planned capacity	25% long term 75% short term
	Parks and playgrounds	8 per park or playground	100% short term

Springfield Development Code Amendments

	Recreation, Amusement, and Entertainment Facilities	1 per 1000 square feet of floor area	25% long term 75% short term
	Universities/Colleges	1 per 5 full time students	25% long term 75% short term
	Hospitals and Medical Centers	1 per 3000 square feet of floor area	75% long term 25% short term
	Religious Institutions and Places of Worship	1 per 20 seats or 40 feet of bench length (fixed seating) or 1 per 500 square feet of floor area (no fixed seating)	100% short term
Transportation-Related	Structured Parking	10% of the number of vehicle parking spaces provided	75% long term 25% short term
	Transit Station	10% of the number of vehicle parking spaces provided (if no vehicle parking is provided, the minimum of 4 applies)	50% long term 50% short term
	Transit Park & Ride	10% of the number of vehicle parking spaces provided	50% long term 50% short term

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Springfield Development Code Amendments

Findings: Changes to Section 3.4-270 are intended to align the Glenwood Riverfront Mixed-Use Plan District Bike Parking standards with the changes to the general bike parking Section 4.6-150.

Section 3.4-200 GLENWOOD RIVERFRONT MIXED-USE PLAN DISTRICT

3.4-270 Public and Private Development Standards

G. Vehicle/Bicycle Parking and Loading Standards.

13. Bicycle Parking. Safe and convenient bicycle parking shall be provided for residents, visitors, employees and patrons. In mixed-use developments, the required bicycle parking for each use shall be provided. Required off-street bicycle parking spaces shall be as specified in Table 3.4-2. The requirements in Table 3.4-2 supersede any conflicting requirements in Section 4.6-155. The required minimum number of parking spaces for each listed use is 4 spaces.

Bicycle Parking Standards Table 3.4-2

Use Category	Use Sub-Category	Number of Required Spaces	Long and Short Term Bicycle Parking Percentages	
Commercial	Eating and Drinking Establishments	1 per 600 sq. ft. of floor area	25% long term	75% short term
	Hospitality	1 per 20 rentable rooms	75% long term	25% short term
	Personal Services	1 per 2000 sq. ft. of floor area	25% long term	75% short term
	Professional, Scientific and Technical Services	1 per 3000 sq. ft. of floor area	75% long term	25% short term
	Retail Sales and Services	1 per 3000 sq. ft. of floor area	25% long term	75% short term
Employment	Office Employment	1 per 3000 sq. ft. of floor area	75% long term	25% short term
	Light Manufacturing	1 per 10,000 sq. ft. of floor area	75% long term	25% short term
	Light Manufacturing Storage	1 per 10,000 sq. ft. of floor area	75% long term	25% short term
	Warehousing	1 per 40,000 sq. ft. of floor area	75% long term	25% short term
Recreation	Park Blocks or Riverfront Linear Park Recreational Facilities	8 per each park block and 4 per each mile of riverfront linear park	100% short term	
Residential	Senior and Congregate Care	1 per 4 rooms	75% long term	25% short term
	Dormitories	1 per every 3 beds	75% long term	25% short term

Springfield Development Code Amendments

	High-Density Residential Housing	1 per 2 dwelling units	75% long term	25% short term
Vehicle Related Uses	Structured Parking Public or Private	5% of the number of vehicle spaces provided or 105% of the demand	75% long term	25% short term

14. Bicycle Parking Design, Location and Security.

- a. Required bicycle parking spaces and facilities must be constructed and installed in accordance with Sections 4.6-145 and 4.6-150. Long term bicycle parking required in association with a commercial or employment use shall be provided in a well-lighted, secure location within a convenient distance of a main entrance and any secondary entrance. A secure location is defined as one in which the bicycle parking is a bicycle locker, a lockable bicycle enclosure, or provided within a lockable room.
- b. Long term bicycle parking provided in outdoor locations shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.
- c. Long term bicycle parking required in association with high-density residential use shall be provided in a well-lighted, secure ground-level or underground location within a convenient distance of an entrance to the residential unit. A secure location is defined as one in which the bicycle parking is provided outside the residential unit within a protected garage, a lockable room, a lockable bicycle enclosure, or a bicycle locker.
- d. Short term bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be attached to the rack by the bicyclist's own locking device. Innovative bicycle racks that incorporate street art shall be encouraged. Short term bicycle parking shall be provided within a convenient distance of and clearly visible from, the main entrance and/or any secondary entrance to the building, but it shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.

Findings: The amendments to SDC 4.7-195A.8. shown below are intended to increase convenience and safety of people walking and biking within school sites. The Planning Commission and Stakeholder Sounding Board recommended additional design requirements where students will be frequent users.

Section 4.7-100 SPECIFIC DEVELOPMENT STANDARDS

4.7-195 Public/Private Elementary/Middle Schools

Springfield Development Code Amendments

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 standards in Section 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.

1. All new facilities and additions over 10,000 square feet or those additions exceeding 50 percent of the size of the existing building shall be approved in accordance with a Type III review procedure (a Type II Site Plan application raised to a Type III review as specified in Section 5.1-130). The Site Plan application shall also address the standards specified in Subsections 2. through 11., below.

EXCEPTION: Public/Private Elementary/ Middle Schools in the PLO District are reviewed under Type II Review.

2. A maximum of 65 percent of the site may be covered in impervious surface. The remainder of the site shall comply with the planting standards in Section 4.4-100.
3. Schools shall have a landscaped front yard of 20 feet and landscaped side and rear yards of 30 feet. Athletic spectator seating structures adjoining residential uses shall be set back at least 75 feet, unless the Director determines that adequate buffering can be provided with a reduced setback. However, in no instance shall this setback (from spectator facilities) be less than 30 feet. Parking areas shall maintain a landscaped buffer of 15 feet when adjoining a residential use.
4. Light shall be directed away from adjoining less intensive uses.
5. Other uses permitted within school facilities include day care facilities, social service offices or other after school program activities approved by the School District and which otherwise do not require discretionary approval.
6. All plants used for "landscaped buffering" shall be a minimum of 5-gallon in size and shall reach a height of at least 36 inches within 1 year of planting.
7. Paved playground areas may be used as overflow parking for special events.
8. ~~Parking is limited to 2 spaces for each teaching station in the school plus 1 parking space for each 100 square feet of public indoor assembly area.~~ 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 space, or other area intended for motor

Springfield Development Code Amendments

vehicle circulation. The Director may require wider sidewalks at major approaches to schools as deemed necessary for pedestrian safety and capacity.

9. Any jointly shared recreational facilities, playgrounds or athletic field shall require a joint use agreement that will provide for public use and continued maintenance.
10. Elementary schools shall have a maximum building height of 35 feet, middle schools shall have a maximum building height of 45 feet.
11. A Traffic Impact Study and Parking Study, prepared by a Transportation Engineer, shall be approved by the City Engineer.

- B. In the PLO District, public/private elementary/ middle schools shall be adjacent to residentially-zoned property.

Findings: Definitions for “block,” “block length,” and “block perimeter” are added based on the amendments to SDC 4.2-105D.4 and SDC 4.2-105E.4, establishing new maximum block perimeters. Although a maximum block length is already included in the existing SDC Section 4.2-115, the term “block length” is not defined in the existing code. The definition for a “block” is amended to provide better clarity. The Conceptual Street Map definition is revised to be consistent with this package of amendments. The new definition for Frequent Transit Corridor relates to TSP Policy 3.8, Action 3, and to changes in parking requirements and allowed reductions in SDC 4.6-110 and 4.6-125. The revised definition for “vision clearance area” reflects that a vision clearance area may not always be a triangular area, and adds that vision clearance areas are also required for driveway/street intersections. Linear park and neighborhood activity center definitions have been added for consistency with their additions in code amendments shown above.

Section 6.1-100 Definitions

6.1-110 Meaning of Specific Words and Terms

AASHTO. American Association of State Highway and Transportation Officials.

Block. An area of land containing one or more lots/parcels surrounded by public or private streets, railroad and/or un-subdivided acreage.

Block Length. The distance along a public or private street between the centerline of two intersecting streets, including “T” intersections but excluding cul-de-sacs.

Block Perimeter. The sum of all block lengths for a given block, also measured as the distance to travel once completely around the block, ending at the starting point as measured from the centerline of the street.

Conceptual Local Street Map. A map ~~maintained by the Public Works Director~~ adopted into the Transportation System Plan depicting existing and future multi-use path and arterial and collector street alignments. ~~The map is~~

Springfield Development Code Amendments

2222 intended to guide developers, property owners and City staff concerning the location of future streets. The map
 2223 assists the Director in reviewing and approving new street alignments proposed in partition or subdivision
 2224 proposals that are not specified in TransPlan, so that the streets are consistent with OAR Chapter 660-12 and the
 2225 standards specified in this Code.

2226 **Development ~~Services and Public Works~~ Department.** The department responsible for the administration of this
 2227 Code and the implementation of the Metro Plan within Springfield's Urban Growth Boundary.

2228
 2229 **Director.** The Development ~~Services and Public Works~~ Director or the duly authorized representative who is
 2230 responsible for the administration and interpretation of this Code.

2231
 2232 **Frequent Transit Corridor.** Arterial and collector roadways forming a Frequent Transit Network, as identified in
 2233 the adopted Springfield Transportation System Plan, representing the highest order of transit service along major
 2234 thoroughfares within the city. Characteristics of Frequent Transit Network corridors include, but are not limited to:
 2235 10-15 minute transit frequency during peak travel times, a well-connected street and transit network providing
 2236 circulation integrated with pedestrian and bicycle connections, support and compatibility with urban design goals
 2237 for development along the corridors, geographically equitable coverage serving populations protected by Title VI
 2238 of the 1964 Civil Rights Act, and high-quality transit station amenities.

2239 **Future Development Plan.** A line drawing (required for some land division proposals, or building permits in the
 2240 City's urbanizable area) that includes the following information: the location of future right-of-way dedications
 2241 based on ~~TransPlan~~ the Springfield Transportation System Plan, (including the Conceptual Local Street Plan Map);
 2242 ~~or~~ block length and lot/parcel size standards of the SDC; a re-division plan at a minimum urban density established
 2243 in this Code based on the existing Metro Plan designation of the property for any lot/parcel that is large enough to
 2244 further divide; and the location of hillsides, riparian areas, drainage ways, jurisdictional wetlands and wooded
 2245 areas showing how future development will address preservation, protection or removal.

2246
 2247 **Neighborhood Activity Center.** Any public park or recreation facility, public or private school, government service,
 2248 commercially zoned property, or mixed-use zoned property.

2249
 2250 **Public Works Director.** The Director of Public Works or a duly authorized representative. The City Engineer, the
 2251 Environmental Services Manager and the Transportation Manager routinely serve as representatives of the Public
 2252 Works Director.

2253
 2254 **Linear Park.** A public or private park that provides public access to trail-oriented activities, which may include
 2255 walking, running, biking, or skating, and preserves open space. A linear park consists of a multi-use path,
 2256 pedestrian trail, or bikeway, and related facilities.

2257
 2258 **Vision Clearance Area.** A ~~triangular shaped~~ portion of land established at street, alley, or driveway intersections ~~or~~
 2259 ~~driveways~~ in which nothing over 2 1/2 feet is erected, placed, planted or allowed to grow to may obstruct the sight
 2260 distance of motorists entering or leaving the intersection, unless specifically exempted by this Code.

2261 2262 **5. Changes to Various Standards for Code Administration (SDC Chapters 3, 4,** 2263 **and 5)**

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 2265 **Relevant TSP Policies/Actions:**

Springfield Development Code Amendments

Policy 3.3: Street design standards should be flexible and allow appropriate-sized local, collector, and arterial streets based upon traffic flow, geography, efficient land use, social, economic and environmental impacts.

Action 1: Conduct a comprehensive review and update of Springfield street standards, and develop code to address transportation system deficiencies, adopted goals, and policies.

Action 2: Consider effects of stormwater runoff in street design and reduce runoff through environmentally sensitive street designs for new and reconstructed streets.

Policy 3.4: Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.

Findings: The following revisions address ambiguity in the existing Code, to help clarify application of Code standards, and/or to reconcile site-related development standards with street design standard modifications called for in Policy 3.3, Actions 1 and 2, and Policy 3.4.

The new text in SDC 3.2-220A.6. provides a maximum length for a panhandle driveway where none exists currently in Code. Absent having any standard, panhandle driveway lengths could meet or exceed the minimum block length for public streets and maximum length for dead end streets. Establishing a maximum driveway length for new panhandle lots ensures suitable fire access, and encourages connectivity and enhances pedestrian access.

3.2-220 Additional Panhandle Lot/Parcel Development Standards

A. Special provisions for lots/parcels with panhandle driveways:

1. Panhandle driveways are permitted where dedication of public right-of-way is impractical or to comply with the density standards in the applicable zoning district. Panhandle driveways shall not be permitted in lieu of a public street, as determined by the Director.
2. Panhandle driveways shall not encroach upon or cross a watercourse, other body of water or other topographic feature unless approved by the Director and the City Engineer.
3. The area of the pan portion does not include the area in the "panhandle" driveway.
4. No more than 4 lots/parcels or 8 dwelling units shall take primary access from 1 multiple panhandle driveway.
5. The paving standards for panhandle driveways are:
 - a. Twelve feet wide for a single panhandle driveway from the front property line to a distance of 18 feet, where there is an unimproved street; and from the front property line to the pan of the rear lot/parcel, where there is an improved street; and

Springfield Development Code Amendments

- b. Eighteen feet wide for a multiple panhandle driveway from the front property line to the pan of the last lot/parcel. This latter standard takes precedence over the driveway width standard for multiple-family driveways specified in Table 4.2-2.

6. New panhandle driveways must not exceed 250 feet in length as measured from the front property line to the pan of the rear lot/parcel.

- B. The Director may waive the requirement that buildable lots/parcels have frontage on a public street when access has been guaranteed via a private street, or driveway with an irrevocable joint use/access easement as specified in Section 4.2-120A. In the residential districts, when a proposed land division includes single or multiple panhandle lots/parcels and the front lot/parcel contains an existing primary or secondary structure, the Director may allow an irrevocable joint use/access easement in lieu of the panhandles when there is not enough area to meet both the applicable panhandle street frontage standard and the required 5-foot wide side yard setback standard for the existing structure. In this case, the irrevocable access easement width standard shall be:

1. Fourteen feet wide for a single panhandle lot/parcel in the LDR District.
2. Twenty feet wide for a single panhandle in the MDR and HDR District, or where multiple panhandles are proposed in any residential district.

Findings: Amendments to SDC 4.7-140 and SDC 5.12-120 relate to the review of City standards called for in Policy 3.3, Action 1. These changes more clearly link new residential driveway siting and lot layout with safety-based roadway standards for minimum driveway separation and location. Other housekeeping text amendments are also included below.

4.7-140 Siting Duplexes in All Residential Districts

- A. New Duplexes in the LDR and SLR Districts. A single duplex may be located on corner lots/parcels as specified in Section 3.2-215. The design standards specified in Section 4.7-142 shall only apply to duplexes in the SLR District. Corner lots/parcels proposed for new duplexes must demonstrate that lot/parcel configuration, lot/parcel size, driveway locations, and driveway distances from street intersections are adequate to ensure traffic and pedestrian safety.

- B. Pre-existing Duplexes in the LDR District. Prior to the adoption of this Code:

1. Duplexes on interior lots/parcels approved as part of a Planned Unit Development shall not be considered to be nonconforming uses.
2. Duplexes on interior lots/parcels approved on property previously zoned ~~RG~~ Residential Garden (RG) Apartments shall not be considered to be a nonconforming use.

Springfield Development Code Amendments

- 2354
- 2355 3. Duplexes on interior lots/parcels that meet the density requirements of this zoning district shall
- 2356 not be considered a nonconforming use.
- 2357
- 2358 C. New Duplexes in the MDR and HDR Districts.
- 2359
- 2360 1. A single duplex shall be permitted on corner lots/parcels as specified in Section 3.2-210. The
- 2361 design standards of Section 4.7-142 shall apply to this category of duplexes.
- 2362
- 2363 2. Where more than 1 duplex is proposed on lots/parcels that are less than 1/2 acre in size and the
- 2364 minimum MDR or HDR density standard for the entire development area can be met, the design
- 2365 standards specified in Section 4.7-142 shall apply to this category of duplexes.
- 2366
- 2367 3. Where more than 1 duplex is proposed on lots/parcels that are 1/2 acre or more and the
- 2368 minimum MDR or HDR density standard for the entire development area can be met, the
- 2369 multifamily design standards specified in Section 3.2-240 shall apply to this category of duplexes.
- 2370
- 2371 D. Partitioning Corner Duplex Lots. A proposed or existing duplex on a corner lot/parcel in any residential
- 2372 district may be partitioned for the purpose of allowing independent ownership of each dwelling unit,
- 2373 providing the 2 platted parcels meet the minimum area standards for corner duplex parcels specified in
- 2374 Section 3.2-215 and the minimum separation of driveways from the nearest street intersection as
- 2375 specified in Section 4.2-120, Table 4.2-4. In this case, the partition shall meet the land division standards
- 2376 specified in Section 5.12-100 and the following:
- 2377
- 2378 1. Utility service to each unit shall be separate.
- 2379
- 2380 2. All walls connecting abutting units shall be fire resistive walls as specified in the Oregon
- 2381 Residential Specialty Code.
- 2382
- 2383 3. The property line separating the 2 units shall have not more than 2 angle points. The angle points
- 2384 shall not occur within the wall between abutting units.
- 2385

5.12-100 Land Divisions – Partitions and Subdivisions

5.12-120	Tentative Plan Submittal Requirements
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A Tentative Plan application shall contain the elements necessary to demonstrate that the provisions of this Code are being fulfilled.

EXCEPTION: In the case of Partition applications with the sole intent to donate land to a public agency, the Director, during the Pre-Submittal Meeting, may waive any submittal requirements that can be addressed as part of a future development application.

A. General Requirements.

Springfield Development Code Amendments

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1. The Tentative Plan, including any required Future Development Plan, shall be prepared by an Oregon Licensed Professional Land Surveyor on standard sheets of 18" x 24". The services of an Oregon Licensed Professional Engineer may also be required by the City in order to resolve utility issues (especially stormwater management, street design and transportation issues), and site constraint and/or water quality issues.
 2. The scale of the Tentative Plan shall be appropriate to the area involved and the amount of detail and data, normally 1" = 50', 1" = 100', or 1" = 200'.
 3. A north arrow and the date the Tentative Plan was prepared.
 4. The name and address of the owner, applicant, if different, and the Land Surveyor and/or Engineer who prepared the Partition Tentative Plan.
 5. A drawing of the boundaries of the entire area owned by the partitioner or subdivider of which the proposed land division is a part.
 6. City boundaries, the Urban Growth Boundary (UGB) and any special service district boundaries or railroad right-of-way, which cross or abut the proposed land division.
 7. Applicable zoning districts and the Metro Plan designation of the proposed land division and of properties within 100 feet of the boundary of the subject property.
 8. The dimensions (in feet) and size (either in square feet or acres) of each lot/parcel and the approximate dimensions of each building site, where applicable, and the top and toe of cut and fill slopes to scale.
 9. The location, outline to scale and present use of all existing structures to remain on the property after platting and their required setbacks from the proposed new property lines.
 10. The location and size of existing and proposed utilities and necessary easements and dedications on and adjacent to the site, including but not limited to sanitary sewer mains, stormwater management systems, water mains, power, gas, telephone, and cable TV. Indicate the proposed connection points.
 11. The locations widths and purpose of all existing or proposed easements on and abutting the proposed land division; the location of any existing or proposed reserve strips.
 12. The locations of all areas to be dedicated or reserved for public use, with the purpose, condition or limitations of the reservations clearly indicated.
- B.** A Site Assessment of the Entire Development Area. The Site Assessment shall be prepared by an Oregon Licensed Landscape Architect or Engineer and drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and delineates the areas described below. Proposed modifications to physical features shall be clearly indicated. The Director may waive portions of this requirement if there is

Springfield Development Code Amendments

a finding that the proposed development will not have an adverse impact on physical features or water quality, either on the site or adjacent to the site. Information required for adjacent properties may be generalized to show the connections to physical features. A Site Assessment shall contain the following information.

1. The name, location, dimensions, direction of flow and top of bank of all watercourses that are shown on the Water Quality Limited Watercourses (~~WLQW~~WQLW) Map on file in the Development ~~Services and Public Works~~ Department;
2. The 100-year floodplain and floodway boundaries on the site, as specified in the latest adopted FEMA Flood Insurance Maps or FEMA approved Letter of Map Amendment or Letter of Map Revision;
3. The Time of Travel Zones, as specified in Section 3.3-200 and delineated on the Wellhead Protection Areas Map on file in the Development ~~Services and Public Works~~ Department;
4. Physical features including, but not limited to significant clusters of trees and shrubs, watercourses shown on the (~~WLQW~~WQLW) Map and their riparian areas, wetlands, and rock outcroppings;
5. Soil types and water table information as mapped and specified in the *Soils Survey of Lane Count*; and
6. Natural resource protection areas as specified in Section 4.3-117.

C. A Stormwater Management Plan drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and addresses the information described below. In areas where the percent of slope is 10 percent or more, contours may be shown at 5-foot intervals. This plan shall show the stormwater management system for the entire development area. Unless exempt by the ~~Public Works~~ Director, the City shall require that an Oregon ~~Licensed~~ Civil Engineer prepare the plan. Where plants are proposed as part of the stormwater management system, an Oregon Licensed Landscape Architect may also be required. The plan shall include the following components:

1. Roof drainage patterns and discharge locations;
2. Pervious and impervious area drainage patterns;
3. The size and location of stormwater management systems components, including but not limited to: drain lines, catch basins, dry wells and/or detention ponds; stormwater quality measures; and natural drainageways to be retained;
4. Existing and proposed site elevations, grades and contours; and
5. A stormwater management system plan with supporting calculations and documentation as required in Section 4.3-110 shall be submitted supporting the proposed system. The plan, calculations and documentation shall be consistent with the *Engineering Designs Standards and*

Springfield Development Code Amendments

- 2492 *Procedures Manual* to allow staff to determine if the proposed stormwater management system
 2493 will accomplish its purposes.
 2494
 2495 **D.** A ~~Response-response~~ to ~~Transportation-transportation~~ issues complying with the provisions of this Code.
- 2496 1. The locations, condition, e.g., fully improved with curb, gutter and sidewalk, AC mat, or gravel,
 2497 widths and names of all existing streets, alleys, or other rights-of-way within or adjacent to the
 2498 proposed land division;
 2499
 - 2500 2. The locations, widths and names of all proposed streets and other rights-of-way to include the
 2501 approximate radius of curves and grades. The relationship of all proposed streets to any
 2502 projected streets as shown on the Metro Plan or Springfield Comprehensive Plan, including the
 2503 ~~TransPlan~~ Springfield Transportation System Plan (including the Conceptual Street Map), and any
 2504 approved Conceptual Development Plan and the latest version of the Conceptual Local Street
 2505 Map;
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 - 2507 3. The locations and widths of all existing and proposed sidewalks, ~~pedestrian trails-multi-use paths~~,
 2508 and accessways, including the location, size and type of plantings and street trees in any required
 2509 planter strip;
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 - 2511 4. The location of existing and proposed traffic control devices, fire hydrants, power poles,
 2512 transformers, neighborhood mailbox units and similar public facilities, where applicable;
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 - 2514 5. The location and dimensions of existing and proposed driveways demonstrating conformance
 2515 with lot or parcel dimensions and frontage requirements for single-family and duplex lots/parcels
 2516 established in Section 3.2-215, and driveway width and separation specifications established in
 2517 Section 4.2-120, where applicable;
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 - 2519 6. The location of existing and proposed street trees, associated utilities along street frontage(s),
 2520 and street lighting: including the type, height and area of illumination;
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 - 2522 7. The location of existing and proposed transit facilities;
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 - 2524 8. A copy of a Right-of-way Approach Permit application where the property has frontage on an
 2525 Oregon Department of Transportation (ODOT) facility; and
 2526
 - 2527 9. A Traffic Impact Study prepared by a Oregon Licensed Traffic Engineer, where necessary, as
 2528 specified in Section 4.2-105A.4.
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 - 2530 **E.** A Future Development Plan. Where phasing and/or lots/parcels that are more than twice the minimum
 2531 lot/parcel size are proposed, the Tentative Plan shall include a Future Development Plan that:
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 - 2533 1. Indicates the proposed redivision, including the boundaries, lot/parcel dimensions and
 2534 sequencing of each proposed redivision in any residential district, and shall include a plot plan
 2535 showing building footprints for compliance with the minimum residential densities specified in
 2536 Section 3.2-205.

Springfield Development Code Amendments

2. Addresses street connectivity between the various phases of the proposed development based upon compliance with ~~TransPlan~~ the Springfield Transportation System Plan (including the [Conceptual Street Map](#)), the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts, Master Plans, ~~Conceptual Development Plans~~, or ~~the Conceptual Local Street Map~~ and this Code;
 3. Accommodates other required public improvements, including, but not limited to, sanitary sewer, stormwater management, water and electricity;
 4. Addresses physical features, including, but not limited to, significant clusters of trees and shrubs, watercourses shown on the Water Quality Limited Watercourse Map and their associated riparian areas, wetlands, rock outcroppings and historic features; and
 5. Discusses the timing and financial provisions relating to phasing.
- F. Additional information and/or applications required at the time of Tentative Plan application submittal shall include the following items, where applicable:
1. A brief narrative explaining the purpose of the proposed land division and the existing use of the property;
 2. If the applicant is not the property owner, written permission from the property owner is required;
 3. A Vicinity Map drawn to scale showing bus stops, streets, driveways, pedestrian connections, fire hydrants and other transportation/fire access issues within 200 feet of the proposed land division and all existing Partitions or Subdivisions immediately adjacent to the proposed land division;
 4. How the Tentative Plan addresses the standards of any applicable overlay district;
 5. How the Tentative Plan addresses Discretionary Use criteria, where applicable;
 6. A Tree Felling Permit as specified in Section 5.19-100;
 7. A Geotechnical Report for slopes of 15 percent or greater and as specified in Section 3.3-500, and/or if the required Site Assessment in Section 5.12-120B. indicates the proposed development area has unstable soils and/or high water table as specified in the *Soils Survey of Lane County*;
 8. An Annexation application as specified in Section 5.7-100 where a development is proposed outside of the city limits but within City's urban growth boundary and can be serviced by sanitary sewer;

Springfield Development Code Amendments

- 2582 9. A wetland delineation approved by the Department of State Lands shall be submitted
2583 concurrently where there is a wetland on the property;
2584
- 2585 10. Evidence that any required Federal or State permit has been applied for or approved shall be
2586 submitted concurrently;
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- 2588 11. All public improvements proposed to be installed and to include the approximate time of
2589 installation and method of financing;
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- 2591 12. Proposed deed restrictions and a draft of a Homeowner's Association Agreement, where
2592 appropriate;
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- 2594 13. Cluster Subdivisions shall also address the design standards specified in Section 3.2-230;
2595
- 2596 14. Where the Subdivision of a manufactured dwelling park or mobile home park is proposed, the
2597 Director may waive certain submittal requirements specified in Subsections A. through M.
2598 However, the Tentative Plan shall address the applicable standards listed under the park
2599 Subdivision approval criteria specified in Section 5.12-125.

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Springfield Development Code Amendments

7. Other Code Housekeeping Changes

Findings: The following amendments to the code are principally for housekeeping purposes, in addition to certain housekeeping changes included above with the more substantive code amendments implementing TSP policies. The changes help standardize terminology, address out-of-date references (e.g., department and Director citations below reflect the current Development and Public Works Department naming conventions), correct certain scrivener's errors, and update internal cross-references to amended Code provisions. The revisions to the Multi-Unit Design Standards section are to resolve internal inconsistencies that the Code amendments would create if the sections were not revised or removed. Planter strip and block length and block perimeter requirements for Multi-Unit development have been incorporated into the Public Streets section of the Code amendments shown above (SDC 4.2-105).

3.2-200 Residential Zoning Districts

3.2-215 Base Zone Development Standards

- (8) ~~When additional right of way is required, whether by City engineering standards, the Metro Plan (including TransPlan), or the City's Conceptual Street Plan, setbacks are based on future right of way locations. Right of way shall be dedicated prior to the issuance of any building permit that increases parking requirements. Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.~~

3.2-240 Multi-unit Design Standards

- D. Design Standards. All of the following design standards shall be met by all multi-unit developments: Building Orientation; Building Form; Storage; Transition and Compatibility Between Multi-unit and LDR Development; Open Space; Landscaping; Pedestrian Circulation; Parking; and Vehicular Circulation.

6. Landscaping, Fences and Walls. Multi-unit developments shall provide landscaping as specified in Section 4.4-105 and the following standards (See Figure 3.2Q):

- a. A minimum of 15 percent of the site shall be landscaped with a mix of vegetative ground cover, shrubbery and trees. Trees, a minimum 2 inches (dbh) in caliper, and shrubbery, a minimum of 24 inches in height, shall be planted. Bark mulch, rocks and similar non-plant material may be used to compliment the cover requirement, but shall not be considered a sole substitute for the vegetative ground cover requirement;

Springfield Development Code Amendments

~~b. Planter strips shall be required for all multi-unit development of collector and arterial streets, but is optional on local streets. Planter strips shall be a minimum of 4.5 feet wide, placed between the back of curb and the sidewalk, along public or private streets;~~

~~e.b.~~ Street trees, a minimum 2 inches (dbh) caliper, shall be placed within the planter strips between the curb and the sidewalk. Street trees shall be planted 1 per every 30 linear feet (minimum) of street frontage, as specified in Section 4.2-140.

~~d.c.~~ Fences in front yards and along any frontage used to comply with the building orientation standard shall be limited to 3 feet in height. Fences in other yards shall comply with the fence standards specified in Section 4.4-115, and the vision clearance standards specified in Section 4.2-130; and

~~e.d.~~ The use of native and/or drought-tolerant landscaping is encouraged. All landscaping shall be irrigated with a permanent irrigation system unless a licensed landscape architect submits written verification that the proposed plant materials do not require irrigation. The property owner shall maintain all landscaping.

9. Vehicular Circulation. Multi-unit developments shall provide vehicular circulation as specified in the following standards (See Figure 3.2-R):

a. The on-site driveway (or private street) system shall connect with public streets abutting the site;

b. Shared driveways shall be provided whenever practicable to minimize cross turning movements on adjacent streets. On-site driveways and private streets shall be stubbed to abutting MDR/HDR properties, at locations determined during Site Plan Review process to facilitate development of shared driveways; and

~~c. Multi-unit developments 8 acres or larger shall be developed as a series of complete blocks bounded by a connecting network of public or private streets with sidewalks. The average block size within a multi-unit development shall be a maximum of 4 acres in size. For example, an 8.1-acre development would have a minimum of 2 blocks. Portions of the site with wetlands, slopes greater than 15 percent and wooded areas subject to Section 5.19-100 shall be exempt from this standard, however, sidewalk or pathway connections are required as an alternative to street connections, when practicable; and~~

~~d.c.~~ Parking areas shall be accessed from alleys when properties abut an alley, or an alley can reasonable be extended to serve the development.

3.2-300 Commercial Zoning Districts

Springfield Development Code Amendments

3.2-315 Base Zone Development Standards

- (4) ~~When additional right of way is required, whether by City engineering standards, the Metro Plan (including TransPlan), or the City's Conceptual Street Plan, setbacks are based on future right of way locations. Right of way shall be dedicated prior to the issuance of any building permit that increases required parking. Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.~~

3.2-400 Industrial Zoning Districts

3.2-420 Base Zone Development Standards

- (4) Setback Exceptions:
 (b) ~~When additional right of way is required, whether by City engineering standards, the Metro Plan (including TransPlan), or the City's Conceptual Street Plan, setbacks are based on future right of way locations. Right of way shall be dedicated prior to the issuance of any building permit that increases required parking. Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.~~

3.2-500 Medical Services Zoning District

3.2-515 Base Zone Development Standards

- (3) ~~When additional right of way is required, whether by City engineering standards, the Metro Plan (including TransPlan), or the City's Conceptual Street Plan, setbacks are based on future right of way locations. Right of way shall be dedicated prior to the issuance of any building permit that increases required parking. Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.~~

3.2-600 Mixed-Use Zoning Districts

3.2-615 Base Zone Development Standards

- (4) ~~When additional right of way is required, whether by City engineering standards, the Metro Plan (including TransPlan), or the City's Conceptual Street Plan, setbacks are based on future right of way locations. Right of way shall be dedicated prior to the issuance of any building permit that increases required parking. Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.~~

3.2-700 Public Land and Open Space Zoning District

3.2-715 Base Zone Development Standards

Springfield Development Code Amendments

- (2) ~~When additional right of way is required, whether by City engineering standards, the Metro Plan (including TransPlan), or the City's Conceptual Street Plan, setbacks are based on future right of way locations. Dedication of needed right of way shall be required prior to the issuance of any building permit that increases parking or gross floor area. Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.~~

3.2-635 Phased Development

- A. If development is planned to occur in phases, a phased development plan shall be submitted concurrently with the Site Plan application specified in Section 5.17-100. In addition to the phasing requirements specified in Section 5.17-115, the phasing plan shall include the following information:
1. Existing buildings and dimensions with distances from property lines and other buildings.
 2. The location of future right-of-way dedications based on ~~TransPlan~~ the Springfield Transportation System Plan, including the adopted Conceptual Local Street Network Plan Map, and the block length and size standards specified in Section 3.2-625E.

Section 3.2-900 Agriculture – Urban Holding Area (AG) Zoning District

3.2-925 Standards for Interim Development

These regulations apply to the development of interim uses as specified in Subsections 3.2-915 and 3.2.920 in the AG District.

- A. Receive certification from the Lane County Sanitarian that any proposed wastewater disposal system meets Oregon Department of Environmental Quality (D.E.Q.) standards prior to Development Approval.
- B. Interim uses may not be placed on a site in a manner that would impede future development of land designated Urban Holding Area-Employment with urban employment uses.
- C. Interim uses may not be placed on a site in manner that would impede extension of infrastructure to serve land designated Urban Holding Area-Employment from developing with urban employment uses.
- D. To demonstrate compliance with this provision, and in addition to the special provisions listed in Table A, the Applicant shall submit a Future Development Plan that:
 1. Includes a brief narrative explaining the existing and proposed use of the property;
 2. Indicates the proposed development footprint on a scaled plot plan of the property;
 3. Limits the proposed new development footprint to 1/2 acre or less of the site;

Springfield Development Code Amendments

4. Addresses future street connectivity as shown in the Springfield Transportation System Plan (including the Conceptual Street Map), Regional Transportation System Plan, ~~Local Street Network Plan~~, Springfield Comprehensive Plan, applicable Refinement Plans; and this Code;
5. Addresses the number and type of vehicle trips to be generated by the proposed use;
6. Addresses the applicable Natural Resources protection, Water Quality Limited Watercourses protection, Floodplain Overlay Development Standards, and Drinking Water Protection Overlay Development Standards of this Code.

E. Development shall utilize the following base zone development standards:

Minimum Lot/Parcel Sizes	A 50-acre minimum lot/parcel size is applied to lots/parcels 50 acres or larger. A 20-acre minimum lot/parcel size is applied to lots/parcels less than 50 acres in size. Lots/parcels less than 20 acres in size may not be further divided. (1)
Main Building Height	35 feet
Accessory Building Height	35 feet (2)
Building/Structure Setbacks: UHA-E designated parcels 20 acres and larger	20 feet from State, County, City roads, streets and local access roads. At least 100 feet from the adjoining lines of property zoned EFU; and in a location that does not impede future development of urban employment use or extension of urban infrastructure as shown in transportation plans, public facilities plans or master plans.
Building/Structure Setbacks: UHA-E designated parcels smaller than 20 acres	20 feet from State, County, City roads, streets and local access roads. 10 feet from other property lines.
Minimum Lot/Parcel Frontage	None
Minimum Lot/Parcel Depth	None

- (1)** Exemption: Land divisions that create lots/parcels for the purpose of establishing a Natural Resource or Public/Semi-Public Parks and Open Space designation within the floodway, wetland or riparian resource portions of the site may create lots/parcels less than 20 acres within the Natural Resource or Public/Semi-Public Parks and Open Space designation portion of the parent lot/parcel.
- (2)** Water tanks, silos, granaries, barns and similar accessory structures or necessary mechanical appurtenances may exceed the minimum height standard.

Section 3.3-1000 Nodal Development Overlay District

3.3-1005 Purpose, Applicability and Review

- A. Purpose. The Nodal Development (ND) Overlay District is established to work in conjunction with underlying zoning districts to implement transportation-related land use policies found in ~~TransPlan~~

Springfield Development Code Amendments

Springfield Transportation System Plan and in the Metro Plan. The ND Overlay District also supports “pedestrian-friendly, mixed-use development” as outlined in the State Transportation Planning Rule.

3.3-1015 Location Standards

When establishing the location and boundaries of a ND Overlay District, the following criteria shall be considered:

- A. The ND Overlay District shall be applied to the mixed-use centers or “nodes” identified by the City in response to its responsibility under TransPlan the Springfield Transportation System Plan.

3.4-200 Glenwood Riverfront Mixed-Use Plan District

3.4-265 Base Zone Development Standards

- (5) ~~When additional right of way is required, whether by City engineering standards, the Metro Plan (including TransPlan), or the City’s Conceptual Street Plan, setbacks are based on future right of way locations. Right of way shall be dedicated prior to the issuance of any building permit that proposes parking spaces.~~ Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.4-270 Public and Private Development Standards

- A. Public Streets, Alleys and Sidewalks

1. Public streets, alleys and sidewalks in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation Chapter and designed and constructed as specified in the *Springfield Engineering Design Standards and Procedures Manual*.
2. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code. The following is an overview of the Glenwood Riverfront street network:

- B. Street Trees and Curbside Planter Strips. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code.

- C. Lighting.

1. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code.

Springfield Development Code Amendments

D. Bicycle Facilities. Bicycle facilities shall be required: off-street as part of the multi-use path specified in Subsection 3.4-270E.; on-street; or as part of a mid-block connector.

1. Bicycle facilities in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation and Open Space Chapters.
2. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code.

E. Multi-Use Path. The multi-use path shall be part of the riverfront linear park along the entire length of the Willamette River in the Glenwood Riverfront. The multi-use path shall provide opportunities for active and passive recreation activities, including but not limited to, walking, jogging, running, cycling, inline skating, and nature watching. The multi-use path shall be located at the outermost edge of the 75-foot-wide Greenway Setback Line/Riparian Setback to the maximum extent practicable.

1. The multi-use path shall be as described in the Glenwood Refinement Plan Transportation and Open Space Chapters.
2. Applicable Glenwood Refinement Plan Transportation Plan and Open Space Chapter policies and implementation strategies shall be as specified in Appendix 3 of this Code.

G. Vehicle/Bicycle Parking and Loading Standards.

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 Appendix 3 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 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 parking must not exceed the maximum number of spaces established in Table 3.4-1 except as provided in Section 3.4-270G.8.

Springfield Development Code Amendments

Section 4.7-100 ~~Specific~~ Special Development Standards

4.7-120 Bed and Breakfast Facilities

- A. Bed and Breakfast facilities ~~shall~~ may be located on local, collector, or arterial streets. All Bed and Breakfast facilities proposed to be located on local streets are subject to Discretionary Use approval as specified in Section 5.9-100.

EXCEPTIONS:

- ~~1. In the Washburne Historic District, Bed and Breakfast facilities may be located on any classification of street.~~
- ~~2. Outside of the Washburne Historic District, Bed and Breakfast Facilities may be located on local streets.~~
- ~~3. All Bed and Breakfast facilities proposed to be placed on local streets shall require Discretionary Use approval as specified in Section 5.9-100.~~

- B. The facility shall be owner-occupied.
- C. There shall be no more than 4 guest bedrooms.
- D. No guest parking is permitted within the front yard setback. Required guest parking shall be screened from public view
- E. For structures on the Springfield Historic Inventory, any external modification shall be fully compatible with the original design.
- F. A minimum of 25 percent of the lot/parcel shall be landscaped.

4.7-240 Transportation Facilities ~~Bus Terminals~~ Transit Stations, Heliports, and Helistops

~~New transit stations, h~~ Heliports and helistops shall not be located within 200 feet of any residential district. Noise attenuating barriers shall be constructed where necessary to mitigate land use conflicts.

New transit stations abutting residential districts may be required to provide noise attenuating barriers.

EXCEPTION: ~~In the BKMU district, transit stations are exempt from the setback requirement.~~

Section 5.12-100 Land Divisions – Partitions and Subdivisions

Springfield Development Code Amendments

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5.12-130 Tentative Plan Conditions

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2944 A. Dedication of right-of-way and/or utility easements.

- 2945 1. Right-of-way, when shown in: ~~TransPlan~~ the Springfield Transportation System Plan (including
 2946 the Conceptual Street Map), the transportation elements of refinement plans; ~~or on the most~~
 2947 recent ~~Conceptual Local Street Plan Map; and~~ as specified in Table 4.2-1.

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5.17-100 Site Plan Review

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5.17-130 Conditions

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2953 A. Dedication of right-of-way and/or utility easements.

- 2954 1. Right-of-way, when shown in: ~~TransPlan~~ the Springfield Transportation System Plan (including
 2955 the Conceptual Street Map), the transportation elements of refinement plans; ~~or on the most~~
 2956 recent ~~Conceptual Local Street Plan Map; and~~ as specified in Table 4.2-1.

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5.20-100 Vacations of Rights-of-Way and Easements

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5.20-130 Criteria

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2963 A. For the Vacation of public utility easements, the Director shall approve, approve with conditions, or deny
 2964 the application. The application will be approved if the Vacation is found to be consistent with the
 2965 following criteria:

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- 2967 1. There are no present or future services, facilities, or utilities deemed to be necessary by a utility
 2968 provider and the easement is not necessary; or

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- 2970 2. If the utility provider deems the easement to be necessary, public services, facilities, or utilities
 2971 can be extended in an orderly and efficient manner in an alternate location.

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2973 B. Where the proposed Vacation of public rights-of-way, other city property, or Partition or Subdivision Plats
 2974 is reviewed under Type IV procedure, the City Council shall approve, approve with conditions, or deny the
 2975 Vacation application. The application will be approved if the Vacation is found to be consistent with the
 2976 following approval criteria.

- 2977 1. The Vacation shall be in conformance with the Metro Plan, ~~TransPlan~~ Springfield Transportation
 2978 System Plan, (including the Conceptual ~~Local~~ Street Map) and adopted Functional Plans, and
 2979 applicable Refinement Plan diagram, Plan District map, or Conceptual Development Plan.

Springfield Development Code Amendments

- 2980 3. The Vacation shall not conflict with the provisions of Springfield Municipal Code, 1997; and this
2981 Code, including but not limited to, street connectivity standards and block lengths; and
2982
 - 2983 3. There shall be no negative effects on access, traffic circulation, emergency service protection or
2984 any other benefit derived from the public right-of-way, publicly owned land or Partition or
2985 Subdivision Plat.
2986
 - 2987 C. Notwithstanding the provisions of Subsection B., above where the land affected by the proposed Vacation
2988 of public right-of-way, other public land as specified in ORS 271.080, or public easement will remain in
2989 public ownership and will continue to be used for a public purpose, the request shall be reviewed under
2990 the Type IV procedure. The City Council may approve the Vacation application if it is found to be
2991 consistent with the following criteria:
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 - 2993 1. The Vacation was initiated by the City Council pursuant to ORS 271.130(1);
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 - 2995 2. Notice has been given pursuant to ORS 271.110(1);
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 - 2997 3. Approval of the vacation would be consistent with provision of safe, convenient and reasonably
2998 direct routes for cyclists, pedestrians and vehicles as provided in OAR 660-012-00045(3);
2999
 - 3000 4. Whether a greater public benefit would be obtained from the vacation than from retaining the
3001 right of way in its present status; and
3002
 - 3003 5. Whether provisions have been made to ensure that the vacated property will remain in public
3004 ownership.
