



Springfield Downtown and Public Realm Design
Standards | Task 2.5

Downtown District Streetscape Standards

draft

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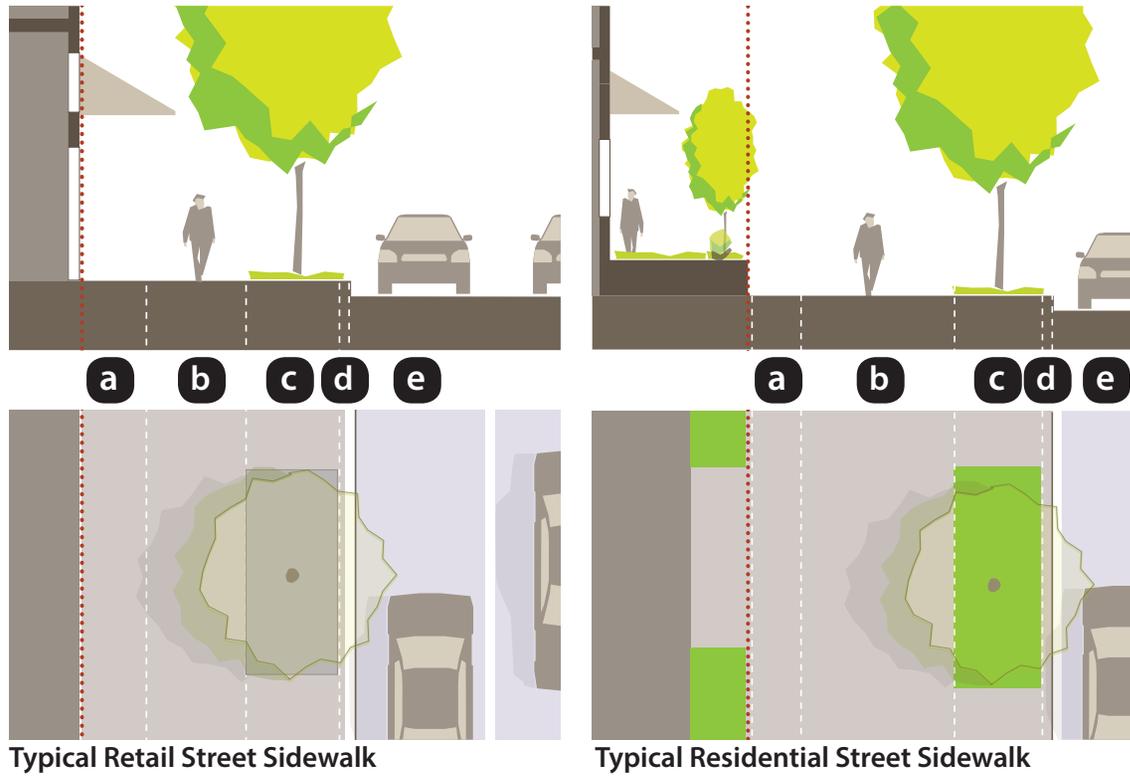
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Sidewalks



Zones of the Sidewalk

- a** Frontage and marketing zone
- b** Pedestrian through zone
- c** Street furniture zone
- d** Edge zone
- e** Extension zone

Sidewalks connect pedestrians with their destinations. They also serve as the site for loading and unloading vehicles; as public meeting and gathering spaces; as a place for outdoor dining; and as a venue for commerce or expression. Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically.

Safe, accessible and well-maintained sidewalks are a fundamental and necessary investment for cities. They have been found to enhance public health in general and maximize social capital. Superior sidewalk design can encourage walking.

Sidewalks are the part of the public space immediately adjacent to the roadway. The sidewalk area includes a pedestrian zone that must remain clear, both horizontally and vertically. Public space components that share the pedestrian zone are considered part of the sidewalk, e.g. driveways. Vaults are sub-surface projections that are typically located beneath sidewalks.

Careful design of sidewalks will ensure that pedestrian access routes are functionally adequate, safe, and fully-connected into an integrated and accessible network. Sidewalks support the character and distinct identities of their neighborhoods. Sidewalks (and planting strips, where applicable) should be as wide as possible appropriate to foot traffic and available street width. Dimensions and materials are based in part on neighborhood context. Wide sidewalks are used in commercial areas to accommodate pedestrians, as well as street furniture, vendors, and sidewalk cafés; narrower sidewalks may be used in residential areas where paving is secondary to landscaping and streets are part of Springfield’s open space network. Different sidewalk paving materials helps reinforce distinct neighborhoods and differentiates specific streets. Varying the type and color of materials within

Sidewalks, continued

a block can be effective to indicate areas of special use, such as driveways, sidewalk cafés, and plazas.

Include planted areas and stormwater source controls within sidewalks wherever possible when a maintenance partner is identified.

Sidewalk Zones

The five sidewalk zones, from property line to curb, are:

Frontage and Marketing Zone: The area adjacent to the property line where transitions between the public sidewalk and the space within buildings occur. The frontage zone is the portion of the sidewalk located immediately adjacent to buildings, and provides shy distance from buildings, walls, fences, or property lines. It includes space for building-related features such as entryways and accessible ramps. It can include landscaping as well as awnings, signs, news racks, benches, and outdoor café seating.

Pedestrian Through Zone: The portion of the sidewalk for pedestrian travel along the street.

Street Furniture Zone: The portion of the sidewalk used for street trees, landscaping, transit stops, street lights, and site furnishings. It serves as a buffer between the pedestrian travel way of the sidewalk and the vehicular area of the street within the curbs. It provides space for urban design elements such as street trees, planting strips, street furniture, utility poles, sidewalk cafés, sign poles, signal and electrical cabinets, fire hydrants, bicycle racks, and transit stop shelters.

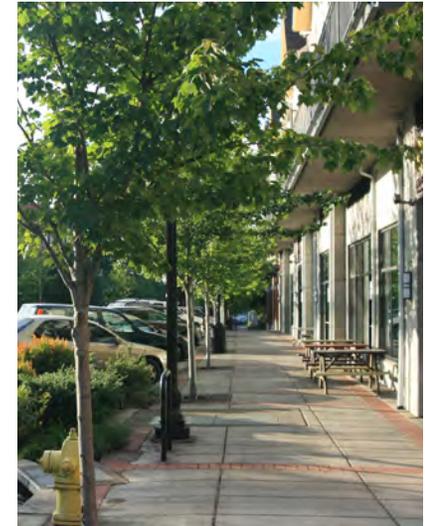
Edge Zone: The area used by people getting in and out of vehicles parked at the curbside. This includes the carriageway and courtesy path.

Extension Zone: The area where pedestrian space may be extended into the parking lane, via features such as parklets, bike corrals, bulb-outs with mid-block plazas.



Sidewalks, continued

Pedestrian Ramps	ADA-compliant pedestrian ramps must be provided at all pedestrian crossings; separate ramps should be used aligned with each crosswalk; color of detectable warning strip should contrast with surrounding pavement: dark gray in areas of light pavement and white in areas of dark sidewalk.
Curb Area	The area within 18 inches of the curb should be kept free of all obstructions.
Weight / Loading	Sidewalks must meet load-bearing, friction, and other requirements as per relevant standard specifications and regulations.
Sidewalk Cross-Slope	2 percent (or 1/4 inch per foot) toward the curb and street for a width of at least 5 feet.
ADA Compliance	Sidewalks must conform to ADA requirements for minimum clear path width and provision of spaces where wheelchair users can pass one another or turn around; beyond the ADA minimum, provide an unobstructed clear path of 8 feet or one-half the sidewalk width (whichever is greater).
Portland Cement Concrete	<p>Appropriate for non-commercial, non-historic streets, and select commercial streets. Other options should be evaluated where frequent cuts for access to utilities are likely. Adjacent property owners are generally responsible for maintaining this material. Provides durable and slip-resistant sidewalk surface. This material is widely available and cost effective. Mixture comprised of cement(s), aggregate(s), water, and other chemical admixtures, smoothed and then allowed to harden forming a solid sidewalk surface.</p> <p>Portland cement concrete sidewalks shall be:</p> <ul style="list-style-type: none"> • colored with carbon powder; • 5 foot by 5 foot flag size, scored with a “tooled joint” or simulated saw-cut joint scoring pattern; • with hair broom finish; • 4 inches thick, minimum placed on a 6 inches, minimum of compacted 3/4 inch-minus crushed rock base. <p>All concrete shall meet or exceed the mix design standards specified in the</p>



Sidewalks, continued

	<p>current version of the Springfield Standard Specifications.</p>
Exposed Aggregate Concrete	<p>Appropriate for select commercial streets with a full-block installation. Other options should be evaluated where frequent cuts for access to utilities are likely. Adjacent property owners are generally responsible for maintaining this material. Provides durable and slip-resistant sidewalk surface. This material is widely available and cost effective. Mixture comprised of cement(s), aggregate(s), water, and other chemical admixtures, smoothed, washed to expose aggregate, and then allowed to harden forming a solid sidewalk surface.</p> <p>Exposed aggregate concrete sidewalks shall be:</p> <ul style="list-style-type: none">• dark tinted to emphasize urban character of commercial retail with 3% light grey Portland cement pigment;• Aggregate: pebble-sized, light in color;• 5 foot by 5 foot flag size, scored with a “tooled joint” or simulated saw-cut joint scoring pattern; and• 4 inches thick, minimum placed on a 6 inches, minimum of compacted 3/4 inch-minus crushed rock base. <p>All concrete shall meet or exceed the mix design standards specified in the current version of the Springfield Standard Specifications.</p>



Sidewalk Extensions: Bulb-outs

Bulb-outs

A bulb-out, or curb extension, is an expansion of the curb line into the lane of the roadway adjacent to the curb (typically a parking lane) for a portion of a block either at a corner or mid-block. Curb extensions enhance pedestrian safety by reducing crossing distances, pedestrian exposure, and minimum required signal time for crossings. Curb extensions make the crosswalk more apparent to drivers and encourages them to stop in advance of the crosswalk. They improve the ability of crossing pedestrians and drivers to see one another. Curb extensions reinforce lane discipline for drivers through intersection. They slow vehicle turning movements and emphasize the right of way of crossing pedestrians.

Curb extensions provide additional pedestrian space that reduces crowding, particularly for queuing at crossings and bus stops. They create space in the public realm that may be used to locate street furniture, bike parking, bus stop kiosks, and public seating. They reduce sidewalk clutter and keep fire hydrant zones clear when located in front of a hydrant.

A pair of curb extensions can be located on either side of a street to create a Mid-Block crossing or at an intersection to create an urban gateway to a neighborhood or district.

Placement Requirements	Middle of blocks Intersections Curb extension may extend to the bicycle lane where provided and striped
Paving	Paving on curb extension should match that of the surrounding sidewalks.
Width	The width of a curb extension is typically two feet less than the width of the adjacent parking lane.
Minimum Length	The minimum length for a curb extension is equal to the full width of the crosswalk. Where appropriate or necessary curb extensions should be longer.
Radius	The design of curb extensions should maintain a minimum 50-foot outside radius as a fire truck turning zone to be maintained clear of permanent obstructions such as, signs, bollards, street trees, planters, etc. Where a conflict with design vehicle turning movements exists, reduce the size and extent rather than eliminate the curb extension wherever possible.
Visibility	At crossings with low pedestrian visibility, the curb extension should be long enough to provide open sight-lines to the pedestrian crossing for approaching motorists.
Stormwater	Maintain drainage of stormwater from the gutter without ponding. Locate catch basins or use LIDA design treatments that channel water through, around, or in between curb extension and the original curb line.
Fire Hydrant	When curb extension is used at a fire hydrant, the length of the curb extension should be equal to or greater than the No Parking zone (typically 15 feet in either direction) and the hydrant should be moved onto the curb extension.
Other Considerations	Maximize permeable surface of curb extensions with tree boxes, planters, and/ or permeable paving. Design any planted areas within curb extension to capture stormwater. Locate street trees and plantings within curb extension with appropriate clearances for street lamps, fire hydrants, and sight lines.

Street Trees

Streetscapes represent the most significant public spaces of the city. Street trees, and the canopy that they create, are the single most prominent feature of the public realm. Trees support a pedestrian-friendly environment with a human scale. Street trees provide structure and definition to streets, plazas, and open spaces. Based on their context, arrangement, and spacing, street trees can:

- » Frame, define, and accentuate the public realm of streets;
- » Enhance the continuity of the street and emphasize longer views;
- » Provide filtered light and welcomed shade to all in the public realm;
- » Reinforce the rhythm of urban blocks by supplementing the urban street wall;
- » Define an urban ceiling and create a sense of enclosure; and
- » Add texture, delight, and human scale.

Trees are an ideal form of shade providing protection on hot summer days, and allow heat and light to penetrate when it is needed most during the cold winter months. They can also calm traffic by creating a sense of enclosure and narrowing the apparent width of the roadway.

They also trap airborne pollutants and absorb carbon dioxide. Biodiversity is essential to sustainable landscapes, and a range of trees will be planted to ensure a healthy and diverse tree population into the future.

Tree Pits

A tree pit is the excavation in which a street tree is planted; in the urban context the pit may represent the whole of the root volume available to the tree when mature. Tree pits should be used extensively wherever sidewalks exist. Individual Tree Pits are the current standard, but Connected Tree Pits or Stormwater –Capturing Tree Pits should be used wherever possible to provide improved tree health manage stormwater from the street. The ability of a tree to grow to a mature size is directly related to the volume of rooting soil available. When the rooting space for a street tree is constrained, the tree will

grow until the space is filled with roots, but then the tree will decline and die. Providing sufficient rooting soil in a dense, urban environment is necessary to achieve the benefits that street trees provide.

Tree Box Area

Ground cover in tree box area provides seasonal color and serves as a buffer between pedestrians and cars. Maintenance of ground cover plantings is extremely important to sustain the functional and aesthetic benefits. Other than street trees, plantings may include turf, ground covers, or shrubs.

Street Trees, continued



Street Trees	
Location Requirements	<ul style="list-style-type: none"> All streets in the Downtown District
Placement Requirements	<ul style="list-style-type: none"> Street trees should be planted with regular spacing in straight rows to create a continuous street edge. Spacing may be adjusted slightly to accommodate driveways and street lights. On each block, locate trees in a straight line midway in the Street Furniture Zone.
Tree Spacing and Clearances	<ul style="list-style-type: none"> Trees shall be planted 30 feet to 45 feet apart. Where necessary to avoid other fixed elements in the public realm, trees may be planted a maximum of 50 feet apart. Trees shall also be planted to maintain minimum sight distances, minimize visual obstructions, and comply with the following minimum spacing requirements, as measured from the center of the tree to the center of the object: <ul style="list-style-type: none"> No closer than 40 feet from the curb face at intersections and street corners within the sight distance triangle; A minimum of 10 feet from a driveway or alley; A minimum of 15 feet from a light pole; A minimum of 10 feet from a fire hydrant; A minimum of 8 feet from any building or utility vault; and, A minimum of 12 feet from any above grade building projection.

Street Trees, continued

Tree Planting between curb and sidewalk in soft planters – South A Street	
Description	Continuous plantings along the street edge provide a welcome buffer for pedestrians from automobiles and trucks on higher speed streets, like South A Street. Continuous plantings also discourage informal mid-block pedestrian crossings. Trees are planted between the Pedestrian Through Zone of the sidewalk curb and the street roadway surface. Tree pits are continuous. The planting area surrounding the tree box area is grass or other soft landscape planting as approved by the City.
Positive Attributes	<ul style="list-style-type: none"> • Clearly defines street edge; • Shades both street and sidewalk; • Buffers pedestrians from street traffic; • Provides space for tree canopy to spread evenly (trees achieve a more natural shape) with less maintenance; and • May permit double row of trees (second row may be on public or private property, depending upon the context).



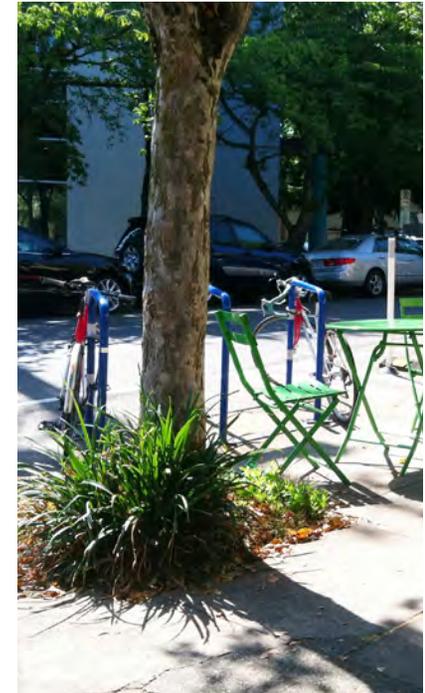
Street Trees, continued



Tree Planting in the Sidewalk Furnishing Zone – Main Street (and others)	
Description	The superficial appearance of urban street tree plantings in the Furnishing Zone of the sidewalk can vary. Most often street trees in the most urban conditions have their root zones protected by tree grates which expose only the trunk of the tree. A covered tree trench is the area of soil under pavement that is designed to support root growth while providing structural support for the sidewalk. A covered tree trench makes it possible to have large canopy shade trees in even the most urban environments.
Location Requirements	<ul style="list-style-type: none"> • Use covered tree trenches in locations with heavy pedestrian traffic and high turnover parking: Downtown Mixed-Use, Main Street, Mill Plaza, and other streets as shown on the Regulating Plan; • Stagger street tree species along a block to avoid species blight; • Make provisions for water to reach the soil beneath the pavement. Provisions may include the use of pervious pavement or the installation of flexible, perforated pipes beneath the pavement; • Verify location of overhead and underground utilities; • Preserve the continuity of the Through Zone of the sidewalk; and • Coordinate with placement of street furniture.
Minimum Dimensions	<ul style="list-style-type: none"> • Provide as large a trench as possible. The trench should be at least 5'-0" wide and 3'-0" deep and should provide at least 500 cubic feet of soil for a single tree or 350 cubic feet of soil per tree if the space is shared among several trees; • Provide an opening around the trunk of at least 2 feet by 2 feet. The remainder of the tree pit can be covered granite cobblestones , pervious pavement, or a tree grate; • Design tree pits to discourage the encroachment of pets; • Design sidewalks to direct stormwater into tree pits wherever advisable; and • Engineered soils are required for both structural soil and soil cells.

Street Trees, continued

Stormwater Capturing Tree Pit	
Description	An Individual Tree Pit or Connected Tree Pits designed to capture stormwater from the adjacent roadway. Well-designed Stormwater-capturing Tree Pits can benefit tree health by increasing the amount of water each street tree receives and reducing the need for manual irrigation. They provide stormwater detention from street and sidewalk. If well-maintained, Stormwater-capturing Tree Pits beautify neighborhoods and green the streetscape.
Location Requirements	<ul style="list-style-type: none"> • Locate Stormwater-Capturing Tree Pits in the Street Furniture Zone of the sidewalk; • Locate Stormwater-Capturing Tree Pits carefully to ensure that adequate sub-drainage and overflow drains are not installed; and • Linked Stormwater-capturing Connected Tree Pits should be used wherever feasible instead of Individual Tree Pits.
Minimum Dimensions	<ul style="list-style-type: none"> • Provide as large a trench as possible. The trench should be at least 5'-0" wide and 3'-0" deep and should provide at least 500 cubic feet of soil for a single tree or 350 cubic feet of soil per tree if the space is shared among several trees; and • Design tree pits to discourage the encroachment of pets.



Streetscape Furniture

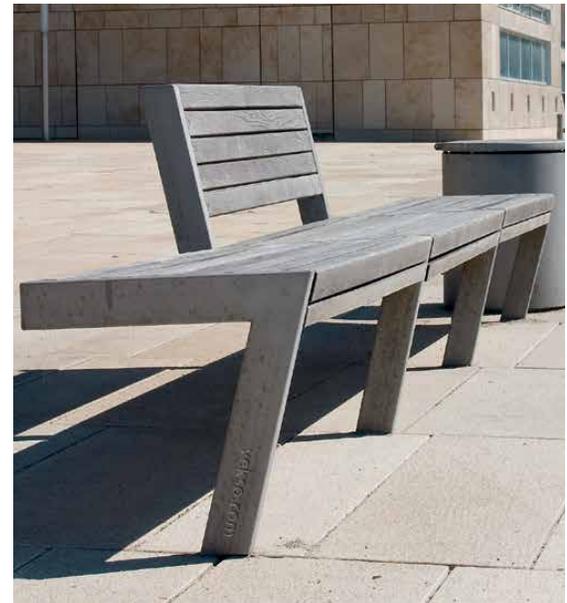
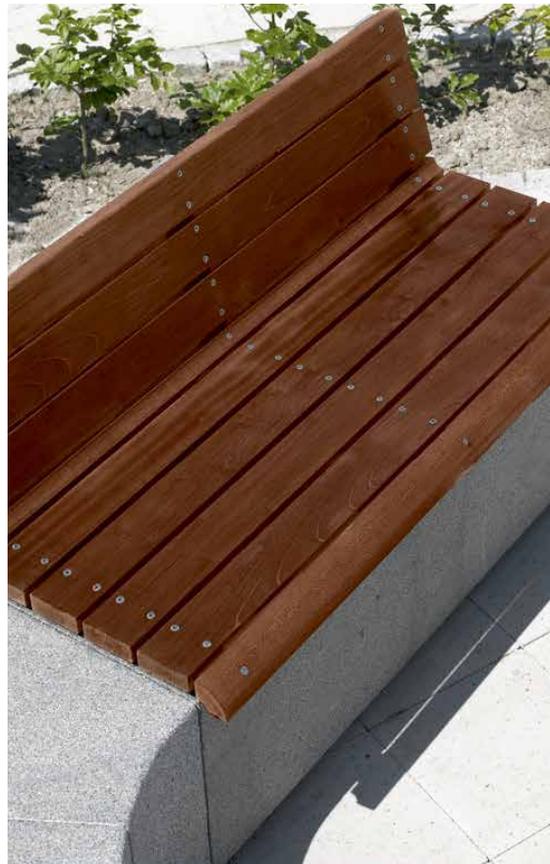
Street furnishings create a comfortable sidewalk experience, eliminating clutter and providing convenient amenities to pedestrians, making it more enjoyable to pass through and use.

Streetscape furniture consists of permanent elements in the Furnishing Zone such as benches, planters, trash and recycling receptacles, bike racks and bollards. The objective of street furniture is to provide these amenities at convenient intervals to accommodate pedestrians, making the sidewalk a desirable and safe place to inhabit. Street furnishings not only provides people with places to sit and rest, they provide spaces for socializing and people-watching, helping to create an active and lively street life. Street furniture can also serve as a buffer from the noise of cars on the street.

Streetscape furniture elements should be cohesive in appearance, adding a consistent, identifiable language that helps reduce visual clutter. The designs should be simple and compatible with the character of the neighborhood. The design and layout of furnishings should maximize function, comfort and safety.

Seating	
Location Requirements	Along all non-residential sections of the downtown area. Higher concentrations of street furniture should be present in areas of greater pedestrian density.
Distance from Intersection	Minimum of 30 feet from an intersection on the near side Approach minimum 20 feet from the intersection on the far side
Placement Requirements	Center of the Furnishing Zone. No streetscape furniture should interfere with the pedestrian through zone. Minimum 2 feet from the curb Provide 6 feet clear sidewalk width in all locations Furnishings should not be located so as to obstruct the sight triangle of an adjacent driveway or mid-block crossing
Minimum Dimensions	3 feet Minimum clear on either side of the bench 5 feet minimum from fire hydrants Benches should face towards buildings and sidewalks, not towards the street. 30 inches high at back rest 18 inches high at seat level 25 inches deep 6 feet long
Style / Type / Material	Traditional or contemporary seating options, depending on the street context, should be provided for pedestrians and other users. Aluminum and wood (such as "FGP" from landscape forms)
Additional Considerations	Provide seating both with and without armrests. Provide backless seating as well as seating with backs.

Streetscape Furniture, continued



Streetscape Furniture, continued



Bollards	
Location Requirements	Along all non-residential sections of the downtown area. Higher concentrations of street furniture should be present in areas of greater pedestrian density.
Placement Requirements	Center of the Furnishing Zone. No streetscape furniture should interfere with the pedestrian through zone. median's Protection Zone to protect pedestrians from oncoming traffic and to distinguish the Spill Out Zone from the Walkway Zone.
Minimum Dimensions	Diameter: 4" Height: 3' (4' maximum)
Style / Type / Material	Powdercoated, galvanized steel, semi-domed top (similar to Maglin MTB500 series with reflector strip near top) Should have reflective material or lighting to remain visible at night
Draft Specification	Veksø Classic 85: Bollard, cast iron, for embedment. Classic 86: Bollard, cast iron - removable. Alternate: Veksø Torino SP 40: Bollard, cast iron, for embedment. SP 41: Bollard, cast iron - removable. Or other, as approved
Additional Considerations	The most important design feature of a bollard is visibility (BCS). They need to be visible in all lighting conditions for all users, particularly pedestrians and motor vehicles. Reflective material, lighting and contrasting colors should be used. Proper sizing and spacing is important to balance restricting vehicular traffic with allowing for pedestrian movement.

Streetscape Furniture, continued

Planters	
Location Requirements	Along all non-residential sections of the downtown area. Higher concentrations of street furniture should be present in areas of greater pedestrian density.
Placement Requirements	Center of the Furnishing Zone. No streetscape furniture should interfere with the pedestrian through zone. Permitted in Frontage Zone
Minimum Dimensions	24" high x 3' wide x 3' long
Style / Type / Material	Cast concrete Rounded rectangles (similar to "Larkspur" from landscape forms)
Additional Considerations	none



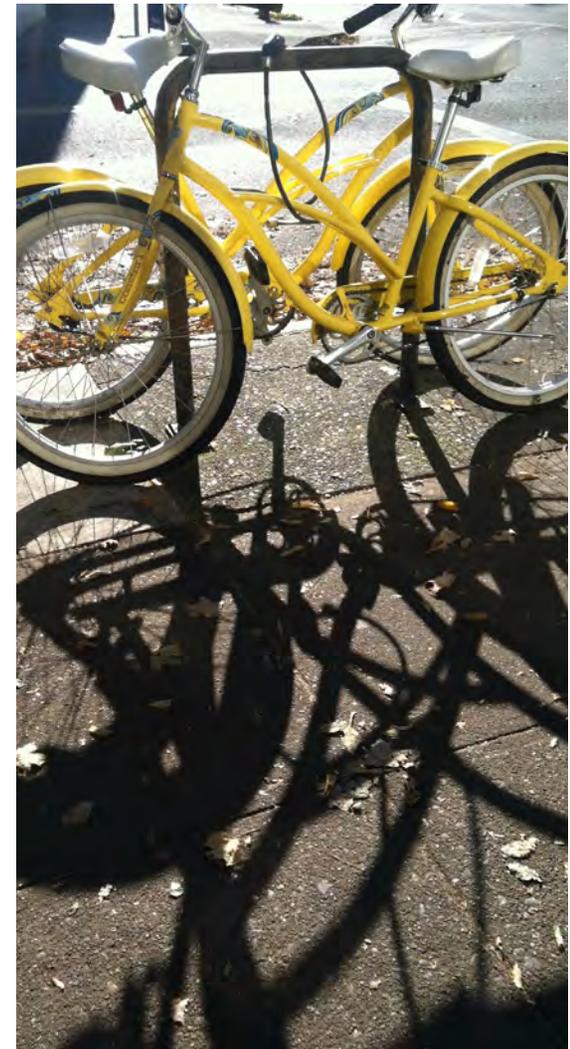
Streetscape Furniture, continued



Trash / Recycling Receptacles	
Location Requirements	Along all non-residential sections of the downtown area. Higher concentrations of street furniture should be present in areas of greater pedestrian density.
Placement Requirements	Center of the Furnishing Zone. No streetscape furniture should interfere with the pedestrian through zone. Receptacles should be provided in close proximity to bus shelters, seating areas, intersections, and food and beverage establishments
Minimum Dimensions	18" clear surrounding receptacle 5' minimum from fire hydrant 1' from any in-ground obstruction (such as manhole) 3' from other street furniture 5' clear Pedestrian Through Zone adjacent to the receptacle (BCS) 24" diameter x 40" high
Style / Type / Material	36 gallon side-opening style. Cast aluminum with black polyethylene liner (similar to "Chase Park" from Landscape forms). Freestanding or mounted on site

Streetscape Furniture, continued

Bike Racks	
Location Requirements	Along all non-residential sections of the downtown area. Higher concentrations of street furniture should be present in areas of greater pedestrian density.
Placement Requirements	<p>Center of the Furnishing Zone. No streetscape furniture should interfere with the pedestrian through zone.</p> <p>Bike racks for short-term parking should be placed outside a destination and near its entrance to maximize convenience.</p> <p>Permitted in Frontage Zone</p> <p>Minimum 2 feet distance from curb (3 feet recommended)</p> <p>4 feet 4 feet, minimum from newspaper racks; US Postal Service mailboxes; street lights; traffic control signs; bus stops or shelters; driveways; sidewalk vaults or other surface hardware, such as cable or electrical boxes or grates; street furniture; trash and recycling bins; or other sidewalk obstructions; curb ramp and crosswalks</p> <p>5 feet from fire hydrant and crosswalks</p> <p>Bike racks parallel to a wall: minimum 24 inches from wall, 36 inches recommended.</p> <p>Bike racks perpendicular to wall: minimum 28" from wall, 36" recommended</p> <p>Place in sheltered location when possible</p> <p>Where installed in the Frontage Zone of the sidewalk, ensure that racks do not conflict with rain water leaders or drain lines.</p> <p>Racks must be oriented such that they do not interfere with pedestrian path of travel on the sidewalk, yet are not so close to the curb that the rack can be inadvertently hit by the overhang of a car as it parks.</p>



Streetscape Furniture, continued



Bike Racks	
Installation Requirements	<p>sidewalks between 10' and 14' in width: install bike racks parallel to the curb. Multiple individual racks installed parallel to the curb, end to end, must be separated by a minimum of 48" (72" is preferred)</p> <p>sidewalks wider than 14' : racks can be placed perpendicular to the curb. Multiple racks placed perpendicular to the curb, side-by-side, must be separated by a minimum of 36" (48" is preferred).</p> <p>Permit required</p>
Minimum Dimensions	<p>28" long x 6" wide x 33" high.</p> <p>6' x 2' footprint</p>
Draft Specification	<p>Sportworks Tofino No Scratch[®] Bike Rack or Huntco Burnside: stainless steel, bead-blast finish, Santoprene TPV soft pad bumpers; embedded ground-mounting or surface-mounting (tamper-resistant nuts required).</p> <p>Alternate: landscapeforms Key bike rack Ride bike rack.</p>
Style / Type / Material	<p>While the Sportworks Tofino No Scratch[®] Bike Rack or Huntco Burnside are the preferred bike rack designs, other racks are acceptable if they meet the following criteria:</p> <ul style="list-style-type: none"> Supports the bicycle frame in at least two places, allowing the frame and wheel to be locked using a U-lock or cable lock; Has a square, rectangular, or other cross-section that resists vandalism with a pipe cutter; Prevents the wheel of the bicycle from tipping over; Does not damage the bicycle; Is durable and securely anchored; Allows front-in or back-in parking; and, Allows for the securing of a variety of bicycles, including children's bikes, tandems, and recumbents.

Streetscape Furniture, continued

Bike Racks

Unacceptable Designs

Bicycle racks that are not acceptable are those that do not meet the criteria above. These include grid, “schoolyard,” or “wheel-bender” style racks that do not allow for the locking of both wheel and frame and “wave” racks, because they not support the bicycle in two places.



Streetscape Furniture, continued



Vaults	
Description	Vaults are covered below grade projections that are flush with the surface of the sidewalk, e.g. electrical transformers.
Placement	<p>Vaults shall be located on private property whenever possible. If, for some compelling reason, a vault may not be located on private property a permit for placing a vault in public space may be granted if:</p> <ol style="list-style-type: none"> 1. The vault is located adjacent to ground floor retail in a commercial building and has a solid cover that is flush with the surrounding surface and matches the adjacent paving material. 2. The vault is located in the public parking zone adjacent to a residential building and is concealed on all sides facing the right-of-way by a landscaped buffer. 3. The vault is located in an alley and complies with building code requirements. <p>Vaults shall be constructed so as not to interfere with sewers, water mains, gas mains, electric or telephone conduits, signal conduits, manholes, lamp posts, trees, or any other public or public utility works or improvements. Clear pedestrian ways of any pavement should be free of vaults and vault covers that project above the pavement surface. The roof of a vault between the curb and building lines shall at no place be less than four inches below the approved sidewalk grade at that point.</p>

Parklets and Bicycle Parking

Parklets convert on-street parking spaces into usable open space for the public. They help activate a streetscape, adding pedestrian activity and enhancing economic development in a neighborhood. They are privately funded and maintained, but they serve as a public space for everyone. A parklet adds additional inhabitable space adjacent to the sidewalk. Common elements include built-in seating, tables, landscaping, areas for play and performance. Parklets are self-contained, detachable units that connect to existing sidewalks. They can be elaborate structures or very simple, depending on the design and budget. Though they are considered temporary structures, they can offer year-round amenities.



Parklets/bicycle parking	
Location Requirements	Where permitted: Main street between Mill and 10 th St 5 th 6 th 7 th 8 th : between Main St and B St
Placement Requirements	Within existing parallel on-street parking spaces
Minimum gap between curb and structure:	6" to allow for rainwater at curb
Connection to sidewalk:	Deck surface must be flush with adjacent sidewalk
Maximum Slope:	5%
Minimum Dimensions	Buffers: required
Length:	20 ft (12 ft w/4' buffer on either side)
Width:	6' with 1' setback from drive/bike lane. Must include 60" turning radius for ADA accessibility
Maximum Height Near Corners:	If less than 20' from a corner, then 36".
Minimum Height:	30" continuous along the travel edge. Can be railing, planters or seat walls.
Buffers:	Required 4' buffer each side except if parklet is at the corner, than none is required.
Framing:	Must be removable, freestanding structure that rests on street surface. Pin bolts are acceptable to attach to street but anchor bolts are not allowed.
Maximum Weight:	200 lbs per square foot
Materials:	Durable, non reflective materials such as steel, wood, salvaged materials. Non slip surface required.
Seating:	All parklets are required to have built-in seating. Additional moveable seating is encouraged. Must be different from restaurant seats to distinguish the public nature of the parklet
Landscaping:	Required along street edge
On Street Bicycle parking	Must meet Springfield's preexisting bike rack design standards.

Cafe Seating

Café Seating contributes to a vibrant urban culture and make downtown Springfield a more dynamic place to walk, socialize and dine. Café seating, also called Sidewalk Cafés, are temporary dining areas that occupy part of the public right-of-way and are safe and attractive to restaurant patrons and pedestrians. They enhance the public realm and motivate residents and visitors to patronize Springfield’s eating establishments which encourages economic development.

Café seating is private seating that occupies the public sidewalk. It is not permanently attached and should be easily removable without damage to the sidewalk. A permit is required for a café to be operated within any portion of the public sidewalk and is approved for an outdoor dining area located adjacent to the establishment.

It is important for sidewalk cafés to be equipped with quality furniture and fixtures that contribute to the safety and attractiveness of the public realm. Furniture and fixtures must be of sturdy construction, durable, maintainable, and able to withstand severe weather without blowing over. While a variety of tables, chairs and umbrellas are acceptable, the context of nearby buildings and downtown Springfield should be considered when selecting furniture and fixtures. Furniture and fixtures must be clean and free of corrosion, splinters, dents, tears, and chipped paint.

Elements of a typical sidewalk café include: tables, chairs, umbrellas, barriers, planters, waste receptacles, menu display, heat lamps, and access point.

Street Furnishings	
Location Requirements	Café seating permitted throughout the Downtown District
Placement Requirements	Tables and chairs are to be placed on the sidewalk directly at the front of the restaurant and allowed in the frontage zone or furniture zone of the sidewalk where sufficient width is available.
Pedestrian Through Zone	5 feet minimum of unobstructed pedestrian passage in the Pedestrian Through Zone of the sidewalk. No element of the sidewalk café may obstruct the Pedestrian Through Zone.
Enclosure / barriers	Prohibited from being fully enclosed to encourage visibility and transparency that adds to vibrancy of sidewalk culture. Diverter (barriers) are allowed to enclose a dining area but are not required. When employed, they should be freestanding, stable and removable. They should be difficult for pedestrians to topple, trip over, or remove.
Barriers	Maximum Height: 36" Maximum height of lowest point of barrier: 6" Barrier segment bases: Flat with tapered edges between 1/4 to 1/2 inch thick.
Acceptable Types of Barriers	Sectional Fencing: Rigid fence segments may be placed end-to-end to create the appearance of a single fence. Footing shall be flat. The structure of sectional fencing shall be composed of metal or wood. Panels of sectional fencing may be composed of aircraft cable, fabric, steel or iron elements. Planters: Outdoor planters may be used as a barrier component. Planters shall contain living plants. Planters shall be no more than 3 feet in height, shall be well-maintained and kept free of litter and debris.
Prohibited Types of Barriers	Chain link Rope rails Chain rails Other materials: The use of materials for barriers that is not specifically designed as fencing, such as buckets, flag poles, newspaper stands and waste receptacles is prohibited.

Cafe Seating, continued



Street Furnishings

Umbrellas

Umbrellas provide shade and enclosure for patrons of sidewalk cafés. Square or rectangular market-style umbrellas are recommended and umbrellas must be contained within the defined sidewalk café area. When open, umbrella canopies shall provide 8 feet clearance to pedestrians.



Wayfinding Signage

Wayfinding signage contributes to a well-designed streetscape, helping to orient, direct and inform, as well as add character to a particular neighborhood or district. Wayfinding signage includes any sign with words, graphics, or maps that provides information about a place and is used to help orient and inform. It is a valuable component to the streetscape and is found in the public right of way. Signage helps visitors orient themselves to their surroundings, providing information about nearby amenities or points of interest, helping to direct pedestrians to places they are trying to go. It is a key component to navigating the city, contributes to a positive image and adds vibrancy to a streetscape.

In addition to navigation, signage can also contribute to the identity of a place and can highlight historically and culturally significant areas or showcase the identity of a community. It can serve as a landmark and add to the unique character of a place.

Types of Wayfinding Signage includes:

Standalone Signs. These are freestanding panels, or signs on posts that provide general awareness, often giving directional information about nearby attractions and orienting visitors.

Street Attachment, Temporary Banners. These are non-permanent signs that can be removed easily. Temporary banners might highlight an upcoming annual festival or simply relate to a particular

neighborhood. They enhance neighborhood identity and add vibrancy to a community.

Street Attachment, Neighborhood Identifiers. These are signs that help create a positive community image and strengthen the identity of a place. They help to guide visitors along an area and could provide information sequentially. They might attach to preexisting street lamp or other street furniture in the public right of way and could be a permanent fixture.

Wayfinding signage is maintained and controlled by the city, in compliance with the Oregon Department of Transportation.



Wayfinding Signage, continued

Wayfinding	
Location Requirements	Permitted in the downtown district
Placement Requirements	Minimum 2 feet from the curb Permitted in Furnishing Zone
Dimensions	Height limit for neighborhood identifier sign and banner signs: 30' Height limit for stand alone signs: 6'
Material Considerations	Street Attachments: Aluminum, Brass, Copper, other light weather resistant material as approved Temporary Banner: Vinyl, Tyvek, Polyethylene, Nylon, Polyester, other as approved
Additional Considerations	Developed per ODOT Wayfinding Signage Program. Sizing and spacing should comply with the latest laws and regulations of the Americans with Disabilities act. Should be constructed of durable, weather resistant materials that are easy to maintain Neighborhood identifier Attachments should not be installed concurrently with Temporary Banners

Public Art

The intent of public art is to enrich the experiences of public places. Public art can stimulate discourse and encourage new types of engagements with the city, activating spaces in unexpected ways. It should strive to reflect the character and culture of a certain place and be accessible to all members of the community. Successful public art brings people together and can be visually appealing, functional and interactive.

Public art works should be incorporated into areas of high pedestrian activity and should not interfere with vehicular traffic or pedestrian movement. Artwork must be constructed of high quality, durable materials that are easily maintainable.

Common types of public art include freestanding objects such as sculptures, street furniture, surface treatments such as murals, street paintings and other two-dimensional works, and temporary art installations.

Public Art Typologies:

Freestanding Objects Three dimensional works of art that could be in the form of sculptures, street furniture or temporary art installations that are stand-alone, constructed objects.

Surface Treatments Two dimensional works of art that could be in the form of murals and street paintings, digital projections, sidewalk inlays or other works of art that result in a flat condition that does not disrupt pedestrian through zone or vehicular traffic.

Proximity to Other Street Furnishings and Equipment	Art object not permitted within 4 feet of other furnishings (such as street trees and light poles).
Dimensions	Maximum Height: 30'
Material Requirements	Constructed of high quality, durable materials that are easily maintainable.

Public Art: Surface Treatments, murals and two-dimensional art	
Location Requirements	Areas of cultural significance, high pedestrian-traffic areas shared public spaces such as public parks, plazas, street intersections and high use sidewalks.
Placement Requirements	Permitted within the "street furnishing" zone of the downtown core. Permitted within the pedestrian through zone (as long as it does not interfere with pedestrian ability to move through space.) Permitted in plazas and parks. Limited near forms of traffic control.
Minimum Dimensions	None
Material Requirements	Constructed of high quality, durable materials that are easily maintainable

