City Council Agenda

City Manager:
Gino Grimaldi
City Recorder:
AJ Ripka 541.726.3700

City Hall
225 Fifth Street
Springfield, Oregon 97477
541.726.3700
Online at www.springfield-or.gov

Mayor
Christine Lundberg

City Council
Sean VanGordon, Ward 1
Hillary Wylie, Ward 2
Sheri Moore, Ward 3
Leonard Stoehr, Ward 4
Marilee Woodrow, Ward 5
Joe Pishioneri, Ward 6

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available, as well as an Induction Loop for the benefit of hearing aid users.
To arrange for these services, call 541.726.3700.
Meetings will end prior to 10:00 p.m. unless extended by a vote of the Council.

All proceedings before the City Council are recorded.

November 26, 2018

5:30 p.m. Work Session
Jesse Maine Room

(Council work sessions are reserved for discussion between Council, staff and consultants; therefore, Council will not receive public input during work sessions. Opportunities for public input are given during all regular Council meetings)

CALL TO ORDER

ROLL CALL - Mayor Lundberg ___, Councilors VanGordon___, Wylie___, Moore____, Stoehr___, Woodrow ___, and Pishioneri___.

1. Transportation System Plan Implementation Project
   [Emma Newman] (50 Minutes)

ADJOURNMENT

AGENDA ITEM SUMMARY		
	Meeting Date:	11/26/2018
	Meeting Type:	Work Session
	Staff Contact/Dept.:	Emma Newman/DPW
	Staff Phone No:	541-726-4585
	Estimated Time:	50 min
S P R I N G F I E L D C I T Y C O U N C I L	**Council Goals:**	Maintain and Improve Infrastructure and Facilities

ITEM TITLE:	TRANSPORTATION SYSTEM PLAN IMPLEMENTATION PROJECT
ACTION REQUESTED:	Prepare for upcoming Transportation System Plan (TSP) Implementation Project public hearing by receiving an overview of project background information and Planning Commission recommendation.
ISSUE STATEMENT:	The City of Springfield adopted the 2035 Transportation System Plan in 2014. The Transportation System Plan Implementation Project is following direction from the adopted TSP to update the Springfield Development Code, adopt the Conceptual Street Map as a new TSP Figure, and make some changes to the TSP Project List and existing Figures to further implement already adopted policies.
ATTACHMENTS:	Attachment 1: Communication Briefing Memo Attachment 2: Planning Commission Signed Order and Recommendation Exhibit A: Springfield Development Code Amendments Exhibit B: Conceptual Street Map Exhibit C: Local Street Network Map Exhibit D: Transportation System Plan Project List and Figures Amendments Exhibit E: Staff Report and Findings Attachment 3: Springfield TSP Chapters 1, 2, and 7 Attachment 4: Street Network Map Options for Future Council Discussion Attachment 5: Draft Engineering Design Specifications and Procedures Manual Chapter 5 Amendments
DISCUSSION/ FINANCIAL IMPACT:	The City of Springfield and Lane County Planning Commissions reviewed draft materials, conducted a joint public hearing, and recommended on August 15, 2018 that Attachment 2 and associated exhibits be forwarded to City Council and Lane County Board of Commissioners for adoption. Council would adopt amendments to the TSP and Development Code by ordinance after a public hearing and deliberations in spring 2019. Attachment 4 is meant to facilitate a future Council work session conversation about potential options for implementing the street connectivity policies from the TSP. It is merely provided for information at this time and to help Council familiarize with the local street connectivity topic for future deliberations. Attachment 5 is a draft version of amendments to the Engineering Design Specifications and Procedures Manual (EDSPM) that would be adopted by resolution. See 6/12/17 Communication Packet Memo, 12/4/17 Work Session, 12/21/17 Communication Packet Memo materials for previous project update information.

M E M O R A N D U M **City of Springfield**

Date: 11/26/2018

To: Gino Grimaldi

From: Tom Boyatt, Interim DPW Director
Sandy Belson, Interim CMD Manager
Emma Newman, Senior Transportation Planner

Subject: TRANSPORTATION SYSTEM PLAN IMPLEMENTATION PROJECT

COUNCIL BRIEFING MEMORANDUM

ISSUE: The City of Springfield adopted the 2035 Transportation System Plan (TSP) in 2014. The Transportation System Plan Implementation Project is following direction from the adopted TSP to update the Springfield Development Code, adopt the Conceptual Street Map as a new TSP Figure, and make some changes to the TSP Project List and existing Figures to further implement already adopted policies.

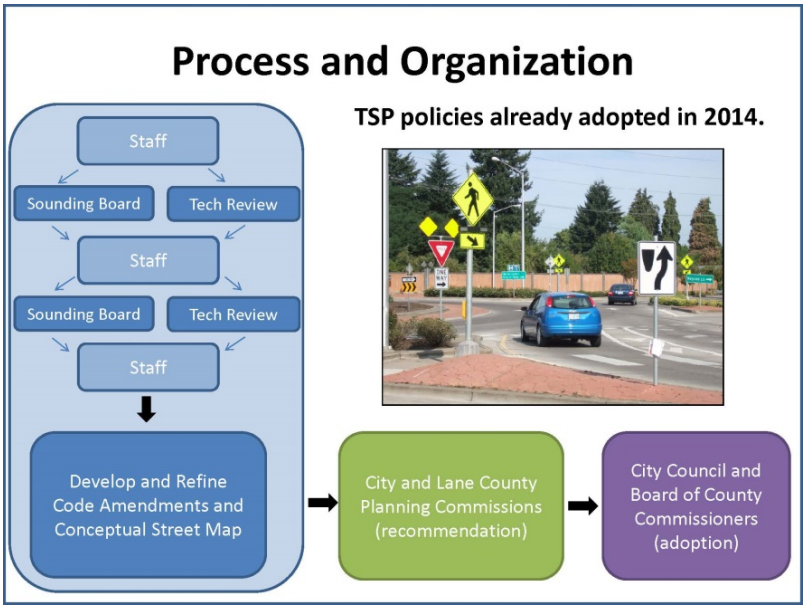
COUNCIL GOALS/ MANDATE:

Maintain and Improve Infrastructure and Facilities

BACKGROUND:

Project Overview

After the Planning Commission acting as the Committee for Citizen Involvement (CCI) approved the project public involvement plan and scope in January 2016, the TSP Implementation Project engaged stakeholders and technical staff to develop and review draft materials to further implement the TSP policies that were adopted in 2014 by City Council. After materials were developed and reviewed, additional community engagement occurred in advance of the City and County Planning Commissions' public hearing. The City and County Planning Commissions conducted their public hearing, deliberated and made revisions in response to public comments received, and are now forwarding their recommendation to City Council and the Lane County Board of Commissioners for consideration. Blue and green sections of the process diagram below are complete and purple is starting now.



After input from the Stakeholder Sounding Board and Technical Review Team, the project sent notice of the draft materials for adoption to all Springfield property owners within the UGB in compliance with Ballot Measure 56 requirements. At least 100 community members attended an open house to review draft materials and ask questions and more than 100 walk-in conversations, more than 200 phone calls, and more than 150 email correspondences occurred shortly after the notice was sent out. 36 people provided public comment on January 23, 2018 and 26 people provided public comment on February 6, 2018 at the joint Planning Commission Public Hearing.

The Planning Commissions deliberated and directed staff to make changes to respond to a number of comments received. ATT2 and its exhibits reflect the revisions that have been made in response to public comments.

See ATT2 Exhibit E Staff Report and Findings page 4 of 64 for more explanation of project's public involvement efforts.

Project Components

The project was charged with further implementation of the already adopted policies from the Springfield TSP (see ATT3).

The exhibits to ATT2 make up the package of project components that Council would adopt by ordinance after a public hearing and deliberations.

ATT2 Exhibit A shows amendments to the Springfield Development Code (SDC) to further implement the already adopted policies. Prior to each section of the SDC, there is commentary that explains the reasoning for the amendments. Recommended changes as part of this package of amendments include the following topics:

- Street Connectivity
- Special Street Setbacks
- Minimum Curb-to-Curb and Right-of-Way Width Standards (Table 4.2-1)
- Block Length and Perimeter
- Site Access and Driveways
- Vision Clearance Area
- Sidewalks and Planter Strips
- Street Trees
- Lighting Standards
- Linear Parks / Multi-Use Paths
- Accessways
- Motor Vehicle Parking
- Bicycle Parking
- Definitions

ATT2 Exhibit B shows a Conceptual Street Map that was recommended by Planning Commission to be added into the TSP as a new Figure. The Conceptual Street Map shows the current and future planned arterials, collectors, and multi-use paths in order to fulfill state transportation planning rule requirements (see ATT2 Exhibit E pages 8-9, OAR 660-012-0020 (2)(b) Elements of TSPs).

ATT2 Exhibit C shows a Local Street Network Map that was revised and recommended for

adoption by Planning Commission. The Planning Commissions valued having a visual map that shows the potential future local street connections that serves a role within the Street Network Standards – General section of the SDC (4.2-105D.2, Exhibit A page 15).

ATT2 Exhibit D shows revisions and additions to the already adopted TSP Project List and Figures. Although all TSP projects are shown, the only items recommended for amendment by Planning Commission on the list are shown in bright pink.

ATT2 Exhibit E: Staff Report and Findings includes the criteria of approval for the TSP amendments and SDC amendments and findings that explain the reasoning for the amendments.

ATT5 is a draft version of amendments to the Engineering Design Specifications and Procedures Manual (EDSPM) that would be adopted by resolution. The amendments are to ensure consistency with the SDC amendments (ATT2 Exhibit A) and clarify the role of the EDSPM in relation to the SDC to make sure the requirements that need to be adopted by a legislative process are correctly adopted.

Planning Commission Recommendation

The Planning Commissions heard many public comments in response to the draft materials. The Commissions listened to the comments and responded by making revisions while recognizing the need to balance concerns. A few of the topics that were most prevalent in the public hearing and Planning Commission deliberations are summarized below.

Local Street Connectivity

The majority of the comments received pertained to planning for future local street connections. Springfield residents who testified were concerned about increased traffic and speeding on local streets when future local streets are built as development occurs. Multiple comments came from individuals who currently live in locations where a dead-end street that is planned to go through at time of development of adjacent properties.

The Planning Commissions wrestled over the course of multiple meetings with the Local Street Network Map and street connectivity SDC language and how to achieve the policy goals and TSP Chapter 7 direction to facilitate street connectivity as development occurs in Springfield. The Planning Commission directed staff to re-write the Street Network Standards section of the SDC (see ATT2 Exhibit A SDC 4.2-105D and 4.2-105E).

The Street Network Standards – Needed Housing set of standards (SDC 4.2-105E) are necessary to fulfill the clear and objectives requirements established by Oregon land use Statewide Planning Goal 10: Housing. The Street Network Standards – General Criteria (SDC 4.2-105D) allows for more flexibility. Residential developers can choose to switch tracks to use the general criteria if they do not wish to use the needing housing criteria. The revisions providing these two tracks are intended to provide clarity and objectivity as well as flexibility.

The Planning Commissions confirmed the value of having a visual map to show a possible future street network throughout Springfield. Having a map that visually and clearly conveys to the community and developers an option for future street network connections is a helpful customer service and communication tool.

The Planning Commissions spent time revising the map header language for ATT2 Exhibit C Local Street Network Map during a couple of meetings. The Commissions also directed staff to

make revisions to some specific planned local streets shown on the map and to add findings to ATT2 Exhibit E (see pages 43 – 63) to directly respond to testimony about specific planned local streets shown on the map.

The Planning Commission recommended that City staff continue to meet with the Springfield Utility Board to discuss the planned local street connection shown near 65th St and Aaron Ln to ensure the planned water treatment facility improvements can occur.

The Planning Commission recommended the addition of a Special Street Setbacks section (SDC 4.2-105M) in order to preserve space necessary to extend local streets in the future as development occurs. The full explanation of the reasoning is provided in the Commentary section on pages 10-11 of ATT2 Exhibit A.

ATT4 provides more information about options that City Council could consider for how to approach the implementation of the street connectivity policies, including the Planning Commission's recommendation. Staff would like to have more discussion with the Council on this topic at a later meeting.

Traffic Calming

In relation to the concerns about speeding on local streets, Planning Commission recommended the code language addition in SDC 4.2-105M that states "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." The Commissions also discussed the list of Neighborhood Traffic Management tools listed on pages 31-32 of the TSP as well as the opportunity to construct more traffic calming through building pedestrian and bicycle projects identified in the TSP, such as the Virginia-Daisy Bikeway project (TSP PB-36).

Community Input Regarding Project Development

Several community members expressed concerns about TSP projects that were already adopted prior to this process and about having opportunities to engage further at time of project development for specific transportation projects. In response to these concerns, the Planning Commissions recommended adding text to the Transportation Project Development section of the TSP to state the notification requirements from the Springfield Development Code to ensure additional community involvement at time of development.

Table 4.2-1 Minimum Right-of-Way and Curb-to-Curb Widths

Concerns were expressed by a few property owners along Main Street about the standards for arterial streets shown in Table 4.2-1 Minimum Right-of-Way and Curb-to-Curb Widths. The property owners expressed concerns about potential right-of-way impacts along Main Street. The Planning Commission responded by adding footnote 5 to the table that states, "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." The Planning Commission also reminded community members that there is a separate Main Street Safety Project that is working to develop a Main Street Facility Plan that will be specific to that corridor.

Motor Vehicle Parking Reductions

Planning Commission recommended changing the proposed SDC 4.6-110H Motor Vehicle Parking Space Reduction Credit for Additional Bicycle Parking to 20% and SDC 4.6-110L cumulative reduction maximum to 20%.

Long Term Bicycle Parking

Planning Commission discussed the requirement to include lighting for long term bicycle parking. The Commissioners concluded with recommending lighting be required for consistency with motor vehicle parking lot requirements and to support TSP policies to encourage bicycling.

Exterior Short Term Bicycle Parking Location

Based on Stakeholder Sounding Board and Planning Commission deliberations, the Planning Commission recommended adding exterior short term bicycle parking design enhancements specifically to school site development. The Commissions recommended adding the following to SDC 4.7-195A.8 Public/Private Elementary/Middle Schools, "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"

Project Schedule

Joint City and County Planning Commission Meetings:

Work Session and Public Hearing – January 23, 2018
Work Session and Public Hearing – February 6, 2018
Deliberations – March 6, 2018
Deliberations and Recommendation – August 15, 2018

City Council and County Board Meetings:

City Council Work Session – November 26, 2018
City Council Work Session (*tentative*) – January 14, 2019
County Board 1st Hearing – winter 2019
Joint Work Session and Public Hearing – winter/spring 2019
Joint Deliberations and Recommendation – spring 2019

RECOMMENDED ACTION: Prepare for upcoming Transportation System Plan (TSP) Implementation Project public hearing by receiving overview of project background information and Planning Commission recommendation.

BEFORE THE PLANNING COMMISSION OF SPRINGFIELD, OREGON
ORDER AND RECOMMENDATION FOR:

AMENDMENTS TO THE CITY OF SPRINGFIELD 2035 TRANSPORTATION SYSTEM PLAN AND TRANSPORTATION ELEMENTS OF THE SPRINGFIELD DEVELOPMENT CODE.	] **811-17-000165-TYP4**] **811-17-000166-TYP4**

NATURE OF THE PROPOSAL
Request that the Springfield Planning Commission forward a recommendation of approval to the Springfield City Council regarding amendments to Springfield Transportation System Plan and sections of the Springfield Development Code as shown in Exhibits A, B, C, and D:

Springfield Transportation System Plan:
- Conceptual Street Map (Exhibit B)
- Project List and Figures 2, 4, 5, 6, 7, 10, and 11 (Exhibit D)

Springfield Development Code (Exhibit A):
- Chapter 3 Land Use Districts
- Chapter 4 Development Standards
- Chapter 5 The Development Review Process and Applications
- Section 6.1-100 Definitions
- Local Street Network Map (Exhibit C)

Notice was sent to the Department of Land Conservation and Development on December 19, 2017, not less than 35 days prior to the first evidentiary hearing in compliance with OAR 660-018-0020.

Timely and sufficient notice of the public hearing has been provided, pursuant to Springfield Development Code Section 5.2-115.

On January 23, 2018 and February 6, 2018, the Springfield Planning Commission held a duly noticed joint public hearing with Lane County Planning Commission on the proposed amendments. The Commission left the public record open until 5pm on February 13. The public hearing was conducted in accordance with Springfield Development Code Sections 5.2-120 through 5.2-145. After review of the staff report, evidence in the record, written comments, and testimony of those who spoke at the public hearing, the Planning Commission deliberated on March 6 and August 15 and determined that the amendments to the Transportation System Plan and the code amendments meet the approval criteria.

CONCLUSION
On the basis of the Staff Report and Findings (Exhibit E) and evidence in the record, the proposed code amendments (Exhibits A and C), and Transportation System Plan amendments (Exhibits B and D) meet the approval criteria of Springfield Development Code Section 5.14-135 and Section 5.6-115.

ORDER/RECOMMENDATION
It is ORDERED by the Springfield Planning Commission that a RECOMMENDATION for approval of 811-17-000165-TYP4 and 811-17-000166-TYP4 as amended be forwarded to the Springfield City Council for consideration at an upcoming public hearing.

Planning Commission Chairperson

8/15/18
Date

ATTEST
AYES: 5
NOES: 0
ABSENT: 0
ABSTAIN:

Exhibit A: Springfield Development Code Amendments

RECOMMENDED SPRINGFIELD DEVELOPMENT CODE (SDC) AMENDMENTS
8/15/2018

*** This version incorporates staff's recommended revisions explained in the 8/15/2018 Planning Commission meeting packet. **It also incorporates the recommended revisions from both the Springfield and Lane County Planning Commissions at their 8/15/2018 joint meeting. This version is being recommended for approval from both Commissions to the City Council and Lane County Board of Commissioners.** Existing language in relevant sections of the SDC is presented below with proposed new text underlined. Text that has been moved is shown in double underlines, both in the ~~strikethrough~~ deletion location as well as where it has been added. Recommended deleted text is shown in ~~strikethrough~~ format. All text changes are highlighted in yellow. ***

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 City Council 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 offers for review draft language to amend portions of the SDC furthering TSP implementation. Relevant TSP policies and implementation actions applicable to proposed Code changes are cited at the beginning of each Code section, along with explanatory Staff commentary.

1. Proposed 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.

Exhibit A: Springfield Development Code Amendments

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

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.

Staff Commentary: The following revisions 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 proposed would legitimize the use, eliminate the need for interpretation, and further the objectives behind the above policies and implementation actions. A definition for "Linear Park" is proposed to be added to Section 6.1-110.

Chapter 3 – Land Use Districts

3.2-200 Residential Zoning Districts

3.2-210 Schedule of Use Categories

	Residential Districts			
Use Categories/Uses	**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**

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3.2-300 Commercial Zoning Districts

Exhibit A: Springfield Development Code Amendments

3.2-310 Schedule of Use Categories

	Commercial Districts			
Use Categories/Uses	NC	CC	MRC	GO
Transportation Facilities (Section 4.7-240):				
Bus terminals	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

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3.2-400 Industrial Zoning Districts

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

	Industrial Districts		
Use Categories/Uses	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) Low impact facilities	S P	S P	S 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**
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**

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3.2-600 Mixed-Use Zoning Districts

3.2-610 Schedule of Use Categories

	Mixed-Use Districts		
Use Categories/Uses	**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**

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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**
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**

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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 form 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**

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3.3-800 Urbanizable Fringe Overlay District

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

	Underlying Zoning District		
Use Category~~y~~ies/Uses	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**
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**

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3.4-300 Booth-Kelly Mixed-Use Plan District

3.4-320 Schedule of Use Categories

Use Categories/Uses	BKMU District
Transportation Facilities (Section 4.7-240):	
Bus terminals	**D**
Docks and marinas	**D**
Heliports	**S**
Helistops	**S**
Linear Park	**P**
Train Stations	**S**

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2. Proposed 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.

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. …

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.

Staff Commentary: 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,~~;~~ the Local Street Network Map when applicable; 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, round-abouts 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.

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.

****

Staff Commentary: As part of updating street design standards per TSP Policy 3.3, Action 1, revisions are proposed to SDC 4.2-105C., Table 4.2-1. 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 proposed 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 greater ability to meet the City's standards for density, frontage and lot requirements. There are several examples in the City currently that have a 28'-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 proposed 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 proposed below.

To implement TSP Policy 3.4 and Policy 3.5, the proposed 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 proposed 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 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. Revisions to block length standards in SDC 4.2-115 proposed below help implement Policy 3.4, Action 1 and Policy 3.5, Action 1. The changes 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 proposed revision to SDC 4.2-105G. establishes 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 4.2-105J are proposed below to update street standards. Language below in a new subsection SDC 4.2-105M allows the Director to require traffic calming measures, consistent to implement TSP Policy 3.3, Action 3. Other changes included below are housekeeping measures, or revisions to align with language used in the TSP (e.g., "Conceptual Street Map" will be used in all references to that document, or "Local Street Network Map" for references to that document).

SDC 4.2-105M proposes 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, 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[.]"

Section F 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.~~

~~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:

1~~a~~. 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.

Exhibit A: Springfield Development Code Amendments

2~~b~~. 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~~c~~. 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.

4~~d~~. 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.

5~~e~~. 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~~ Map, 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-P 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)~~

Exhibit A: Springfield Development Code Amendments

~~(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~~

~~(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~~

Fig. No.	Street Classification	Right-of-Way (1)	Curb-to-Curb Width (1)	Travel Lanes	Travel Lanes Width	Turn Lane Width (2)	Bicycle Lanes (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	70'/62'/54'	50'/42'/34'	2	11'	13' where required	6' both sides	5'	5' both sides
4.2 N-P	Local Street <15 percent slope (6)	57'/49'/41'	36'/28'/20'	2	10'	N/A	Not required	5'	5' both sides
4.2 Q-S	Local Street ≥15 percent slope (6)	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.

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

Exhibit A: Springfield Development Code Amendments

~~**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 collector~~s~~ streets and arterial~~s~~ streets must comply with the Transportation System Plan, including the ~~and~~ Conceptual Street Map.

2. Local Streets. The local street network, which includes pedestrian accessways and multiuse paths, must meet the following standards:

a. Local streets with connection points in the general location shown on the Local Street Network Map are allowed. Alternatives that meet and comply with the other standards in this subsection are also allowed.

b. ~~Streets shall be designed to~~The local street network must efficiently and safely accommodate all modes of travel including emergency fire and medical service vehicles.

c. ~~The layout of streets shall~~ The local street network must not create excessive travel lengths, particularly for pedestrians and cyclists.

d. Streets ~~shall~~must be interconnected to provide for the efficient provision of public and private utilities ~~facilities and for more even dispersal of traffic~~.

e. ~~New streets shall be designed to~~The local street network must safely accommodate pedestrians and cyclists~~bicycles safely~~.

f. ~~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 conections where street connections are not practical.

g. ~~Street design shall minimize~~ The alignment of local streets must mitigate impacts to waterways and wetlands, and ~~shall~~ must follow slope contours where possible.

h. ~~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.

i. ~~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-sac~~s, 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:

- **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.** 1,600 feet in other zoning districts.

b. Block length for local streets not in industrial zones or that do not serve industrial non-conforming uses must not exceed 600 feet or the maximum block length established in an applicable Refinement Plan or Plan District, whichever is less.

c. Block length for individual local streets in industrial zones or that serve industrial non-conforming uses must not exceed 1,000 feet or the maximum block length established in an applicable adopted Refinement Plan or Plan District, whichever is less.

d. **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 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 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 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 Actity Center.

4. Block Length and Block Perimeter.

a. Block perimeter for local and minor collector streets must not exceed 1,400 feet in Mixed-Use Districts, consistent with standards in Section 3.2-625E, and 1,600 feet in other zoning districts.

b. Block length for local streets must not exceed 600 feet or the maximum block length established in an applicable Refinement Plan or Plan District.

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.

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.

~~E. 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.

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~~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 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.

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.

d. Where right-of-way terminates at the property line on one side at 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 beween 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.

Exhibit A: Springfield Development Code Amendments

Figure 4.2-B

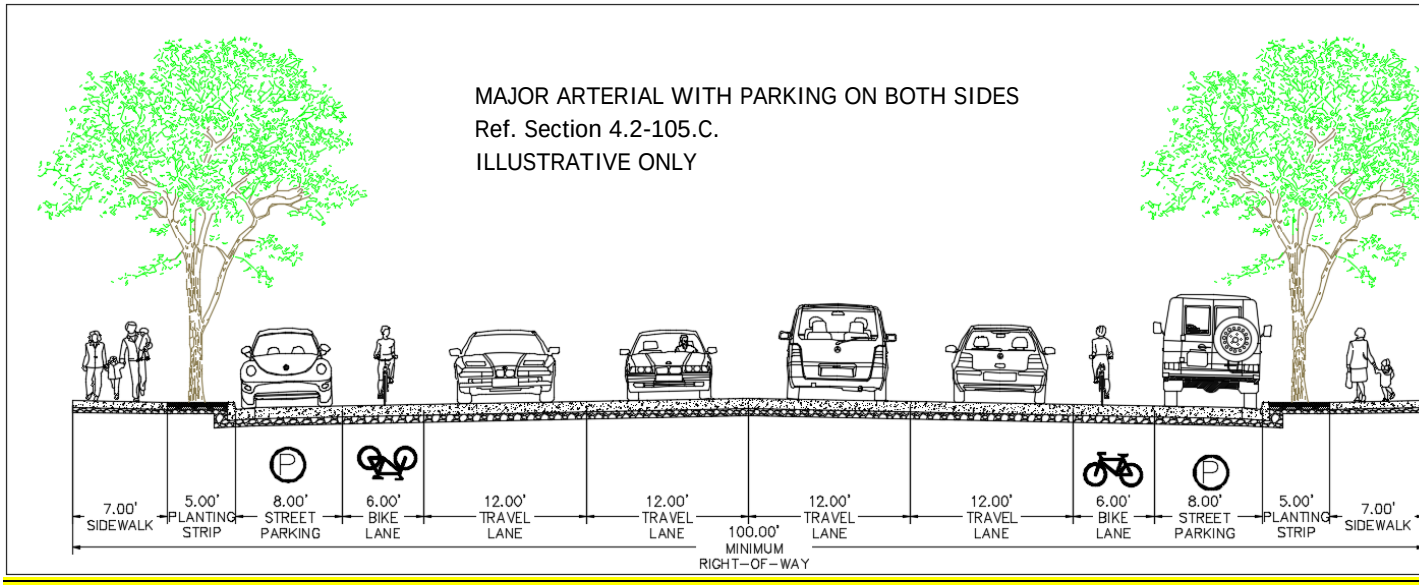


Figure 4.2-C

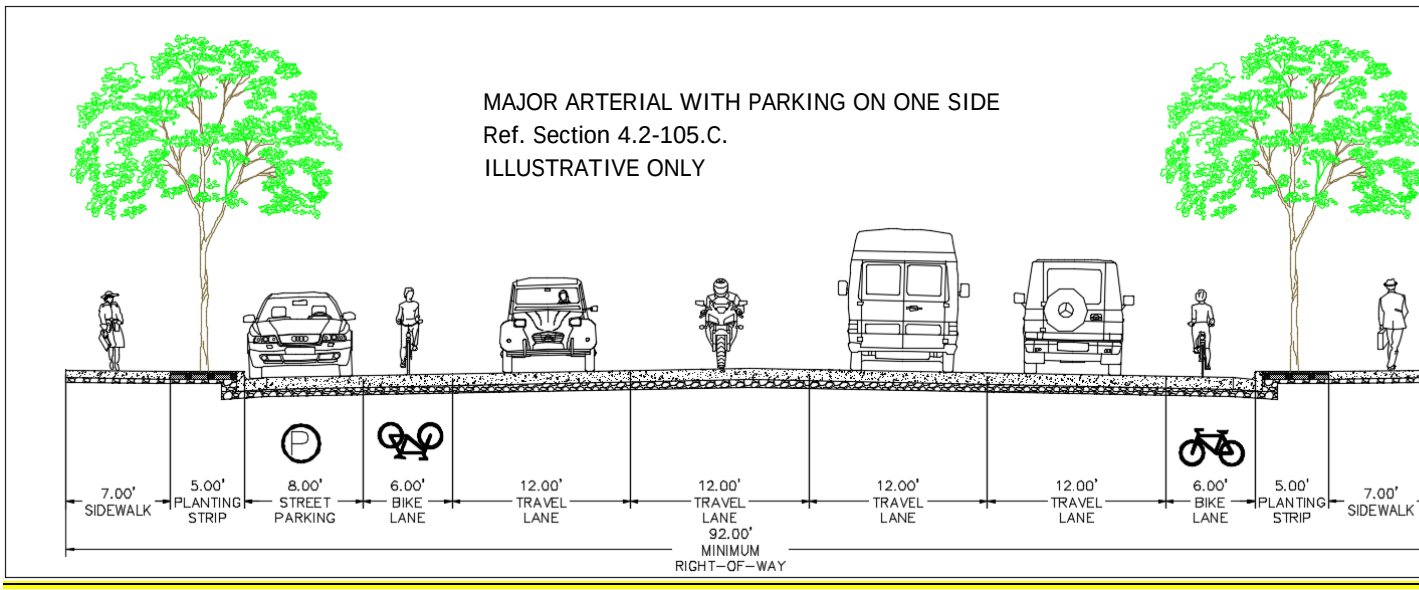


Exhibit A: Springfield Development Code Amendments

Figure 4.2-D

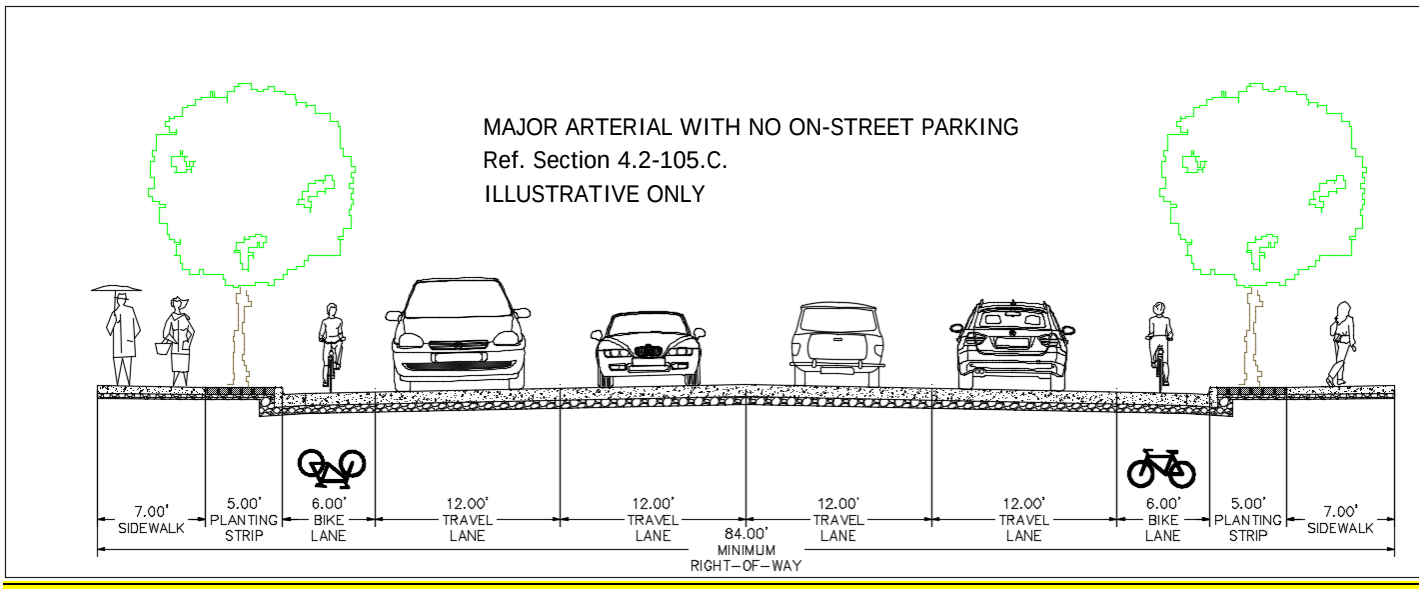


Figure 4.2-E

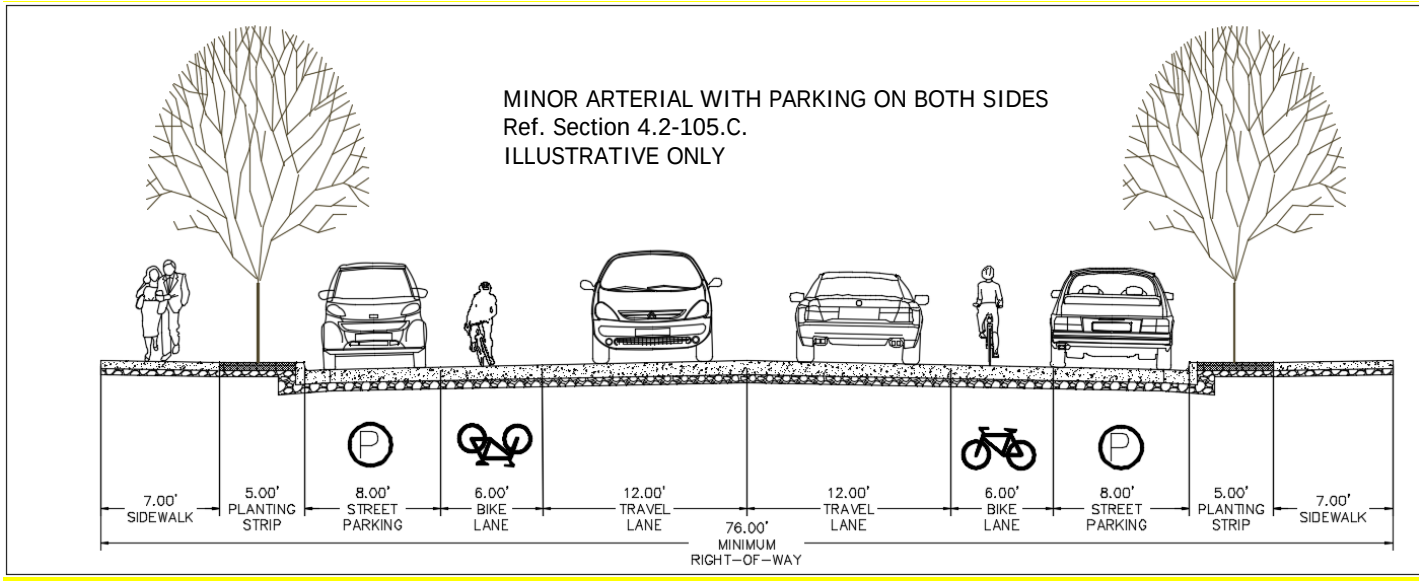


Exhibit A: Springfield Development Code Amendments

Figure 4.2-F

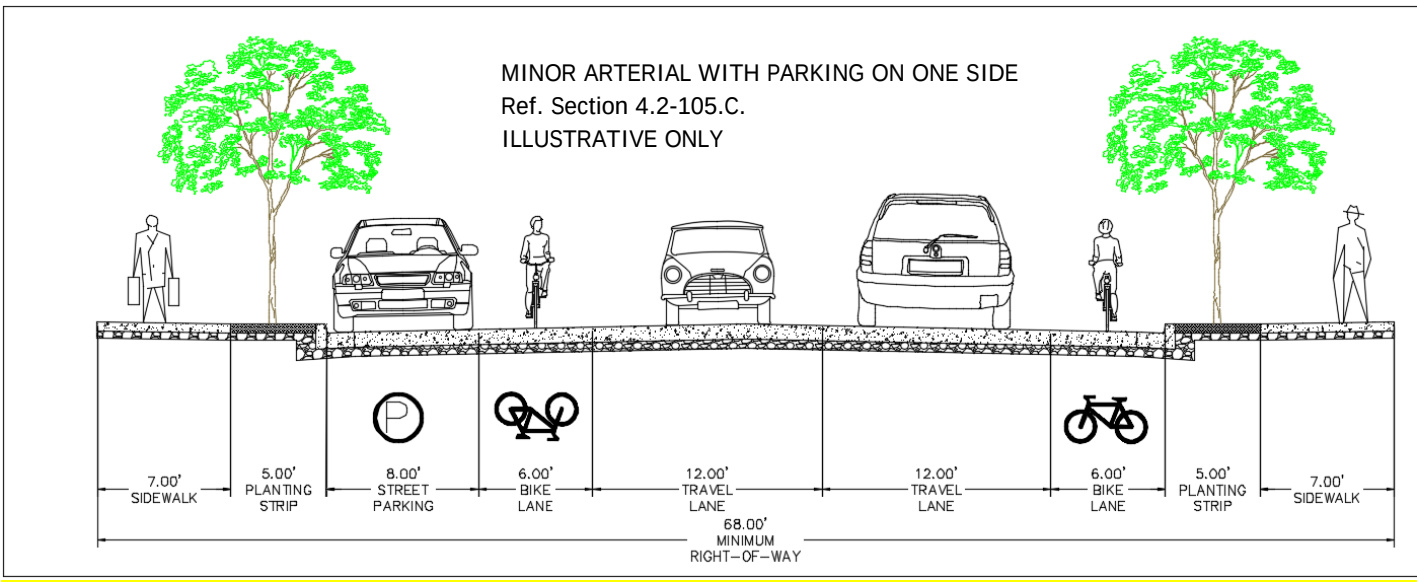


Figure 4.2-G

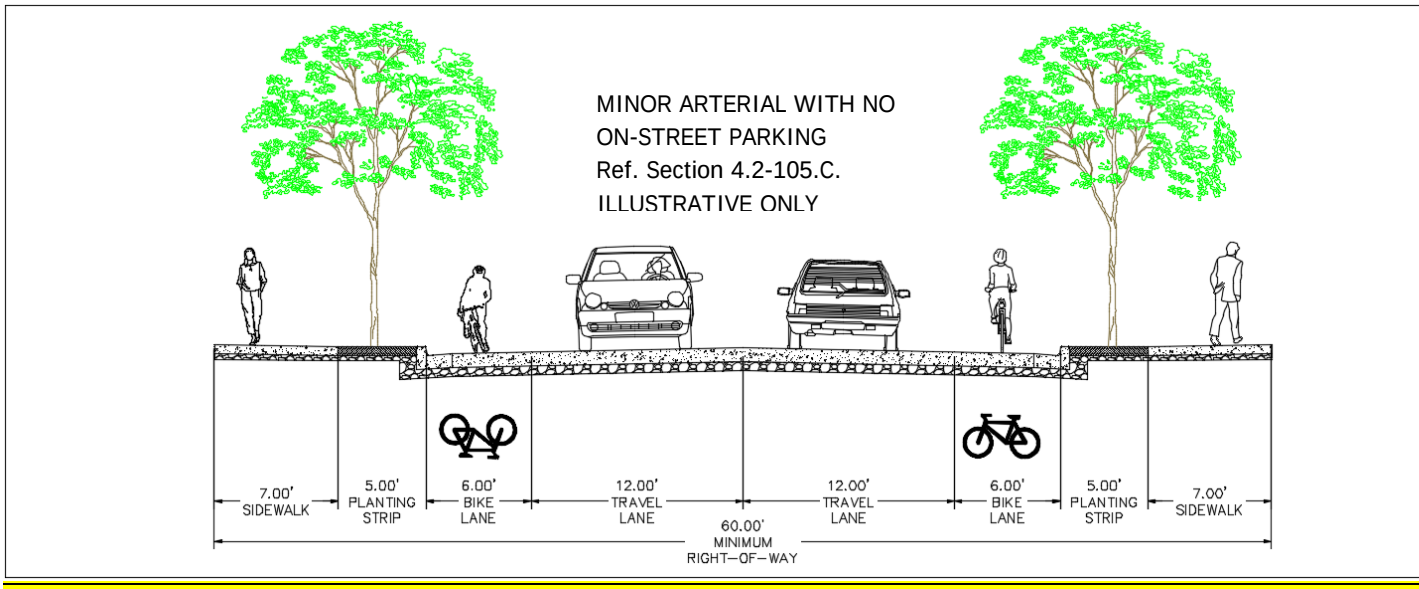


Exhibit A: Springfield Development Code Amendments

Figure 4.2-H

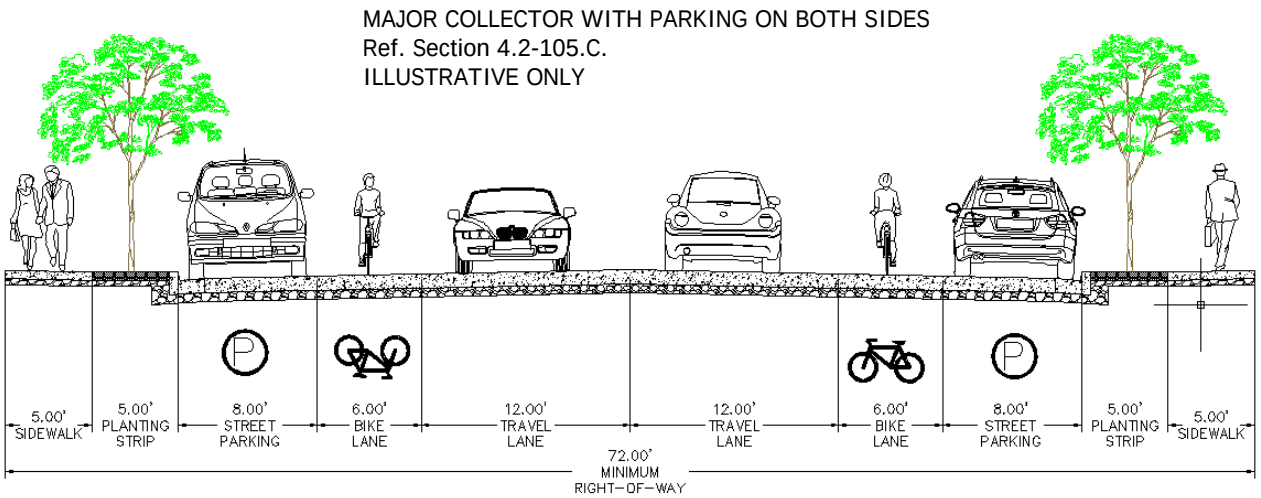


Figure 4.2-I

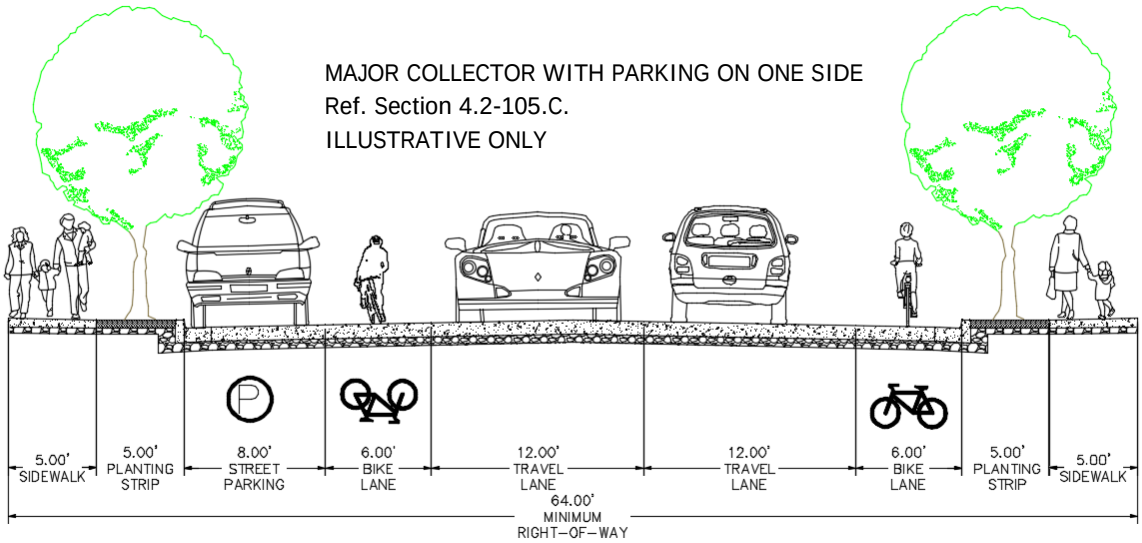


Exhibit A: Springfield Development Code Amendments

Figure 4.2-J

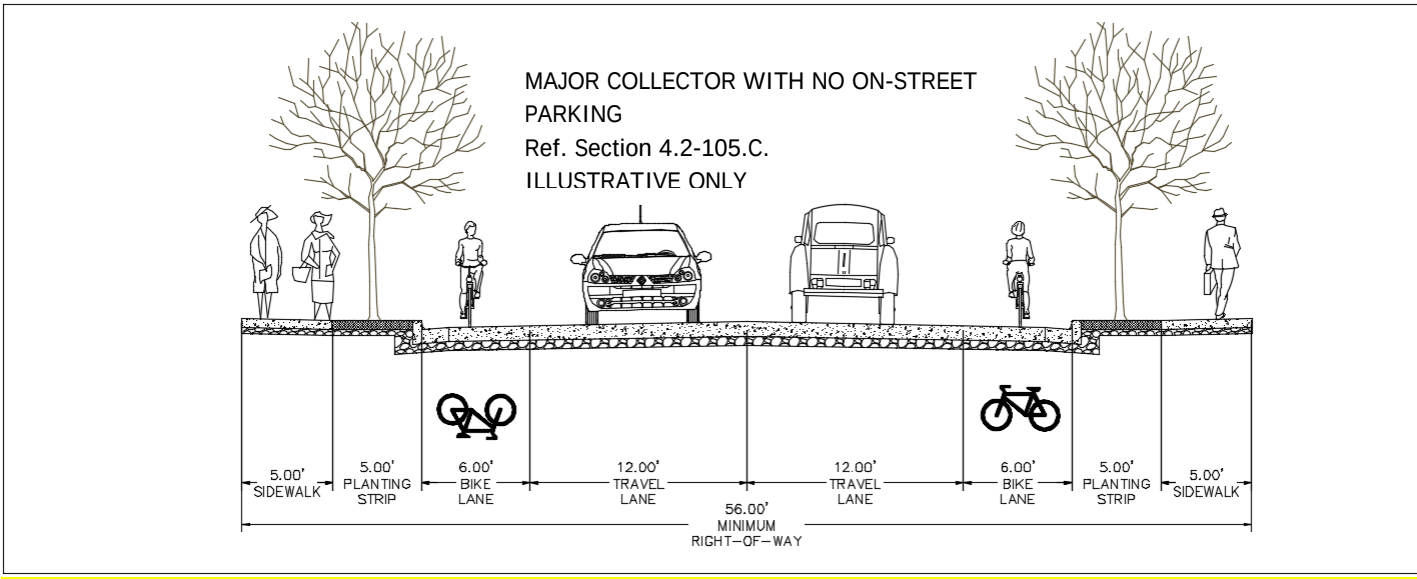


Figure 4.2-K

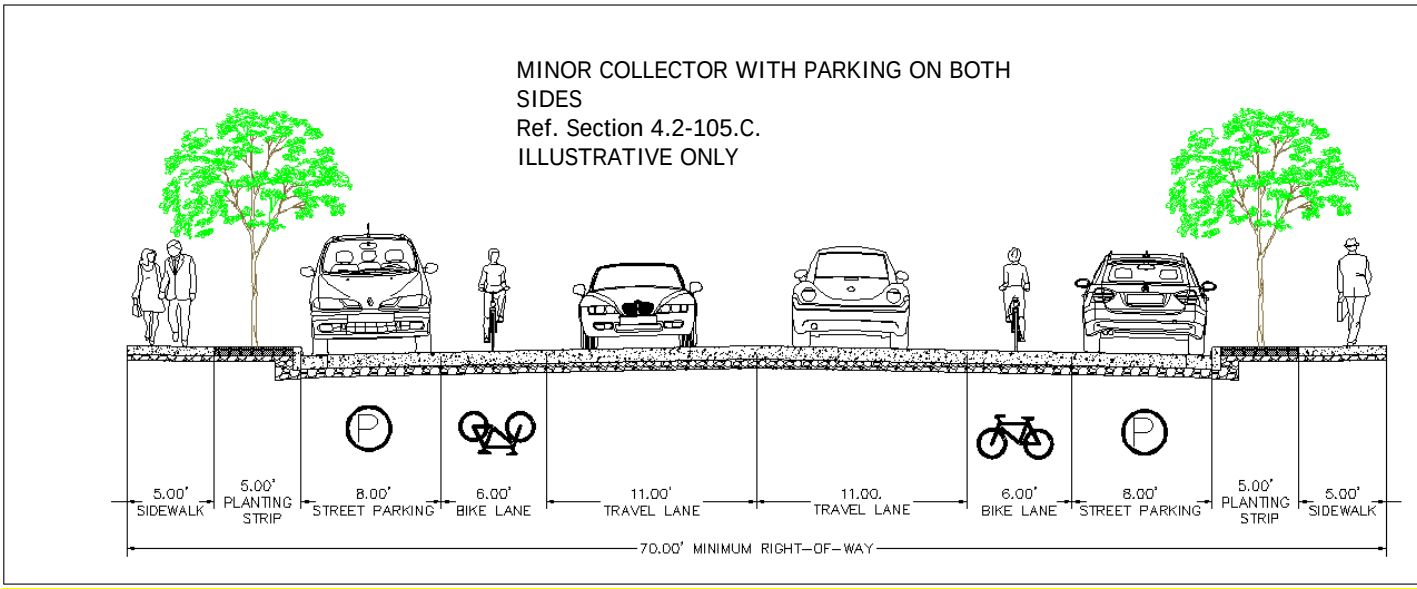
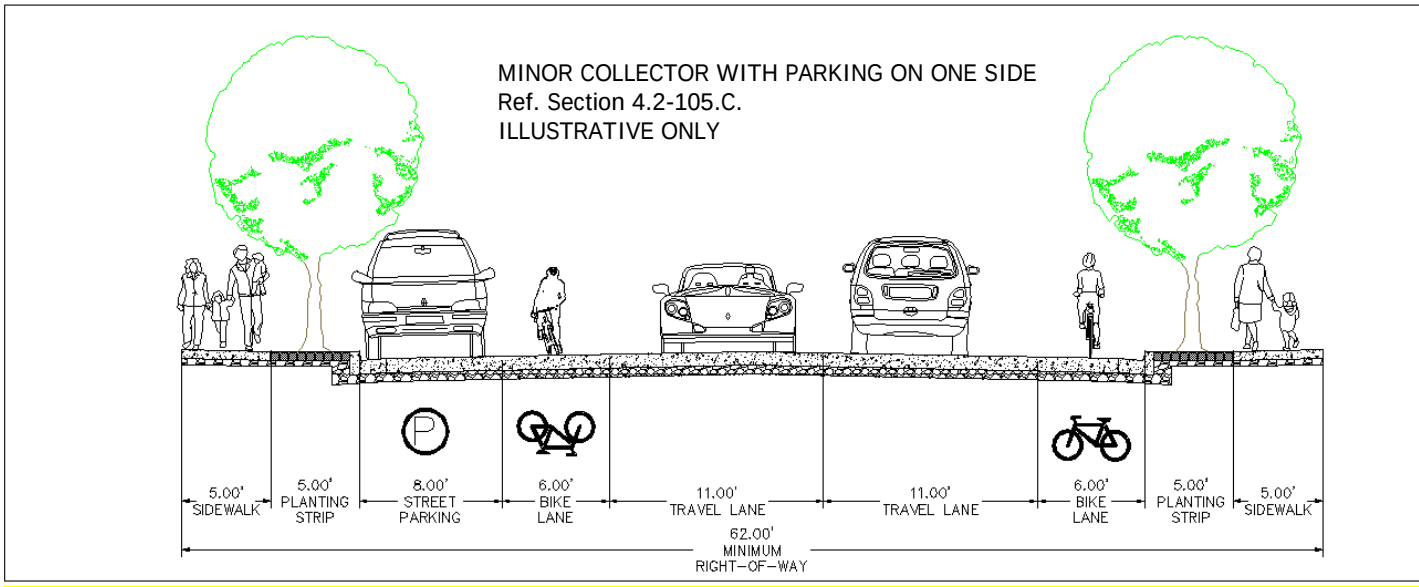


Exhibit A: Springfield Development Code Amendments

Figure 4.2-L



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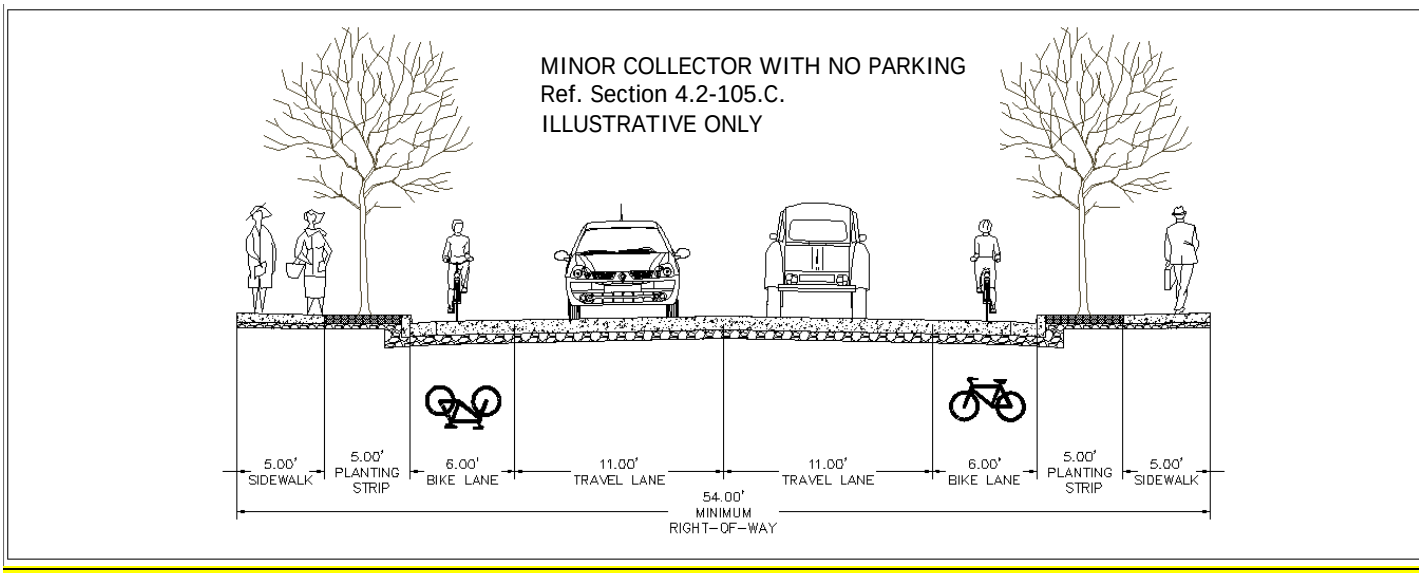


Exhibit A: Springfield Development Code Amendments

Figure 4.2-N

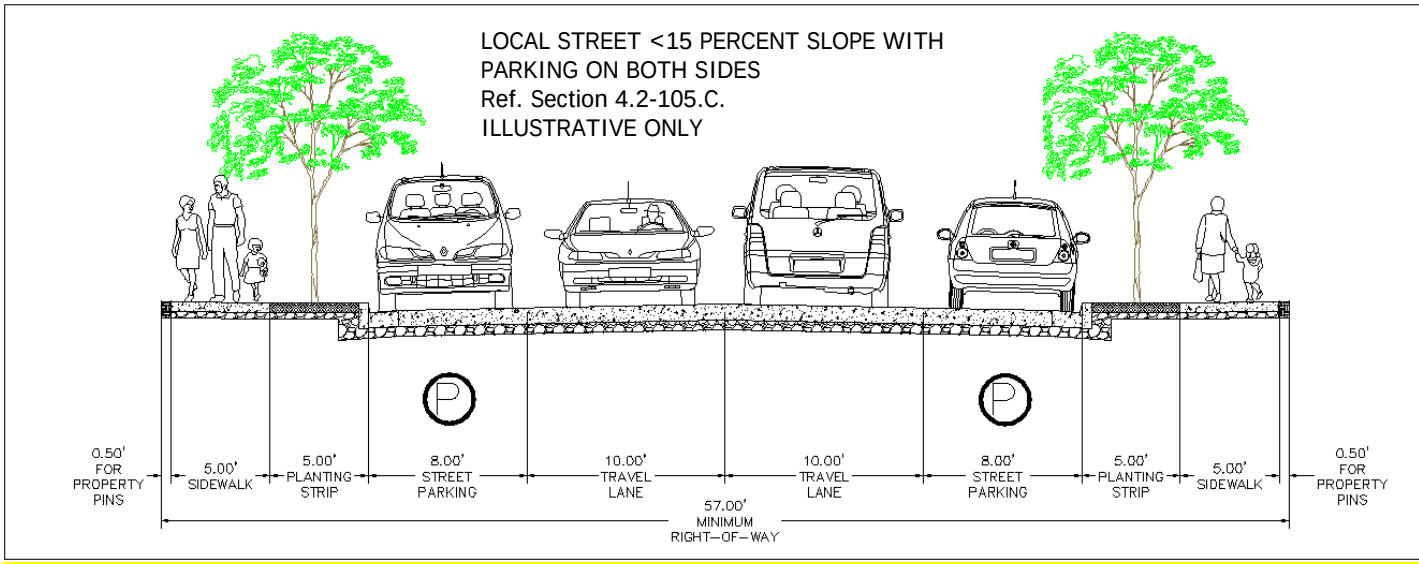


Figure 4.2-O

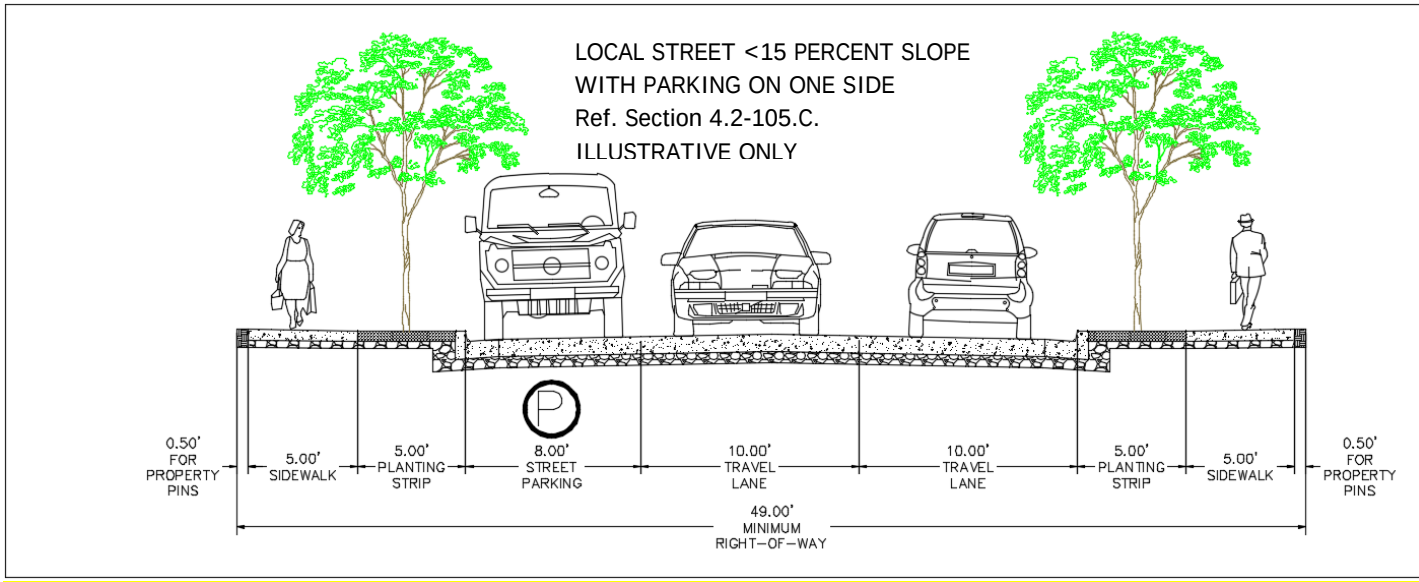


Exhibit A: Springfield Development Code Amendments

Figure 4.2-P

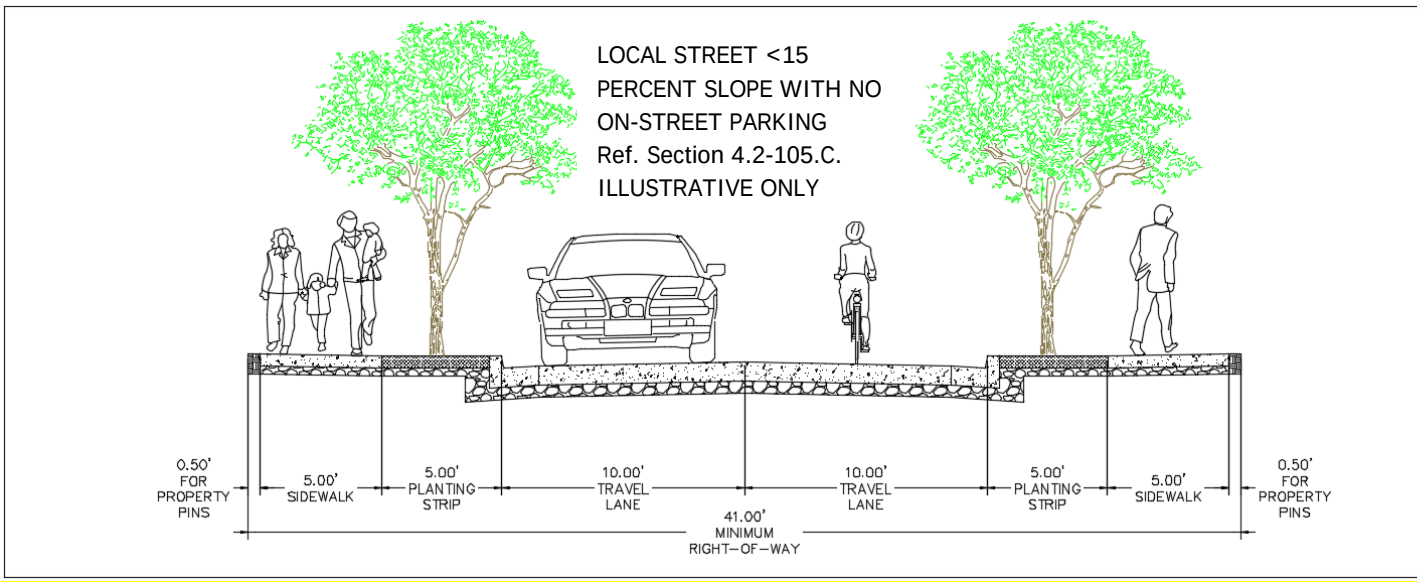


Figure 4.2-Q

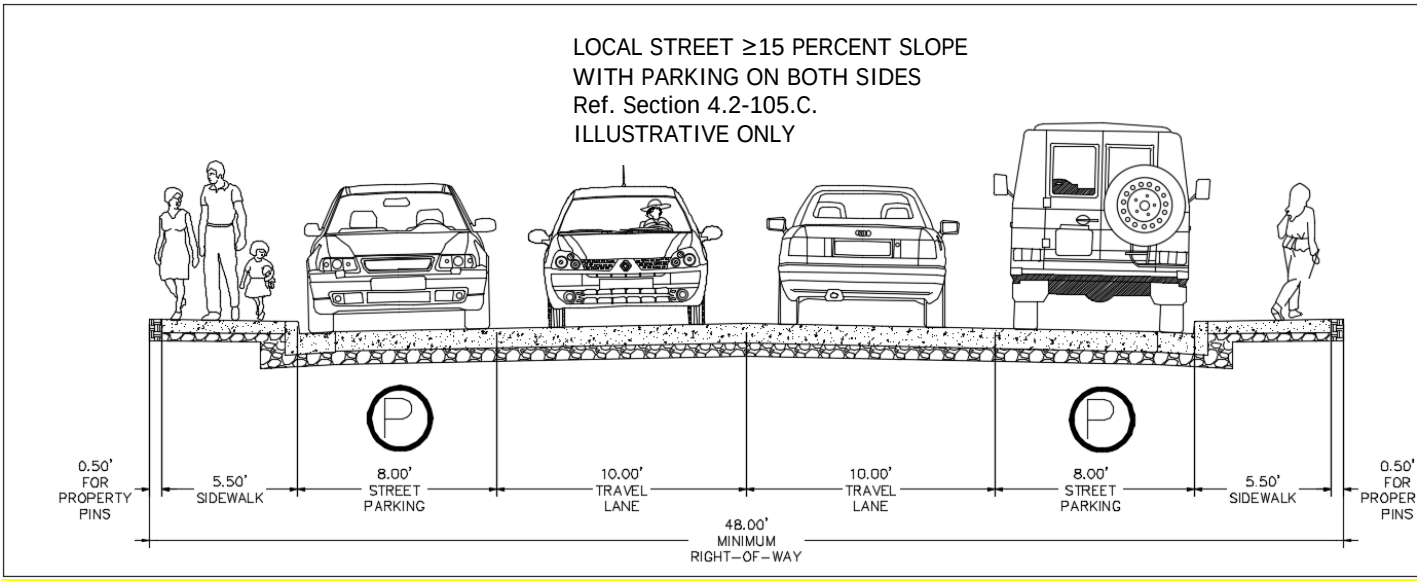


Exhibit A: Springfield Development Code Amendments

Figure 4.2-R

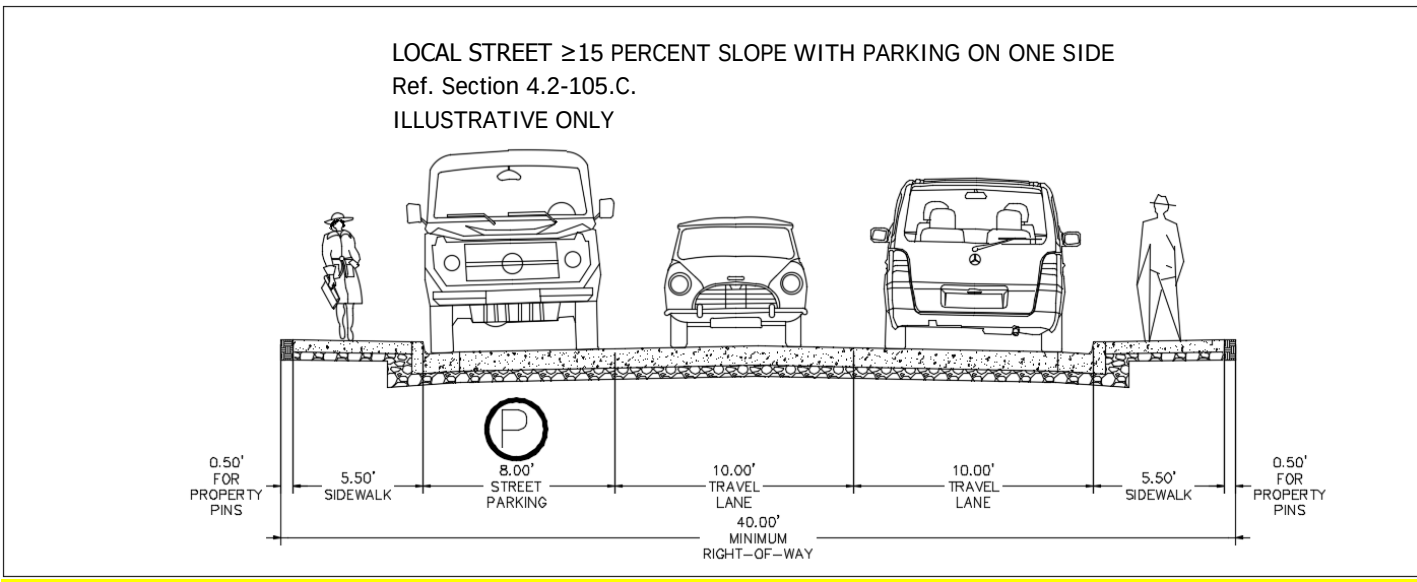
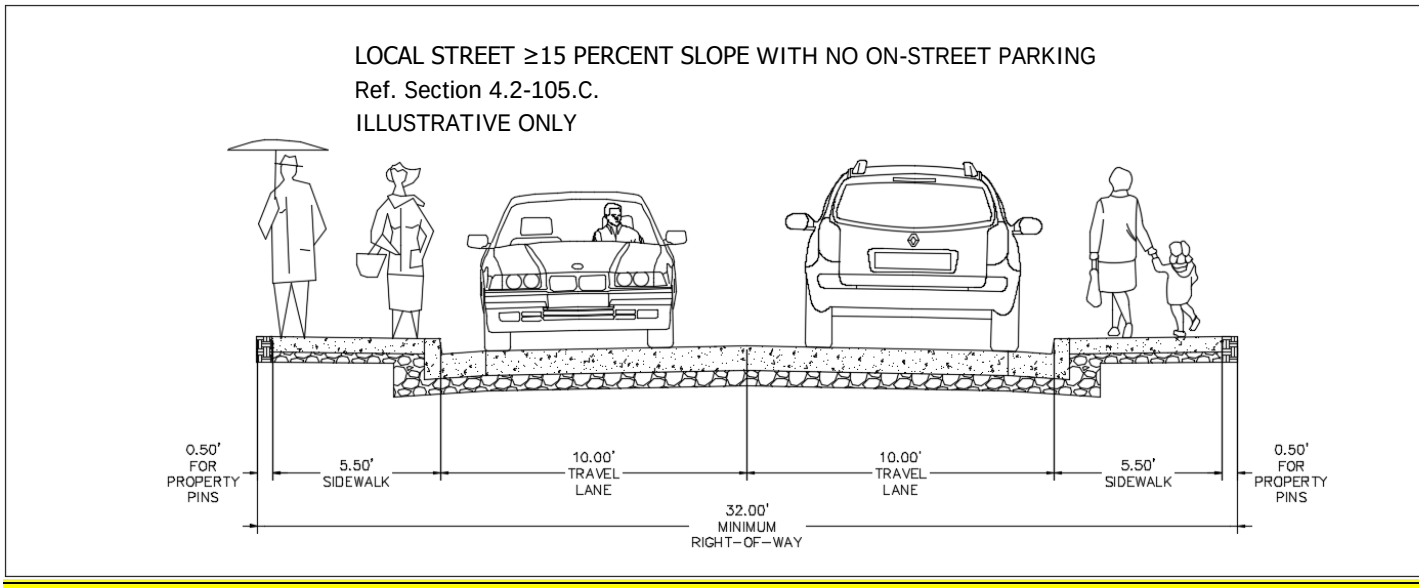


Figure 4.2-S



4.2-110 Private Streets

A. Private streets are permitted within Mobile Home/Manufactured Dwelling Parks and singularly owned developments of sufficient size to permit interior circulation. Construction specifications for private streets shall be the same as for public streets.

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.

B. 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.

****

Staff Commentary: The proposal below repeals SDC 4.2-115 as a separate section of the development code, and moves the block length and block perimeter requirements (with proposed amendments) to the Local Street Network Standards General Criteria in SDC 4.2-105D.4. In addition, simplified clear and objective block length and perimeter standards for needed housing have been incorporated into SDC 4.2-105E.4 above. This reorganization places all the standards regarding street network design in the same section of the Development 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.~~

****

Staff Commentary: Revisions proposed 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 changes 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 proposed Code language 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

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 ~~Local~~ Street ~~Plan~~ Map or ~~TransPlan~~ the Springfield Transportation System Plan); 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~~ street~~s~~ 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.

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) ~~Single driveways~~ A driveway serving a single-family or ~~and~~ duplex dwelling~~s 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 gravel~~ed~~ surfaced for the remainder of their length. ~~Driveways~~ A residential driveway abutting an unimproved gravel street~~s shall be~~ may have a gravel~~ed~~ 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					
	Driveway Width(1)		**Radius of Curb(2)**		**Driveway Throat Depth Minimum(3)**
Land Use	**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.

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

	Street Type		
Land Use	**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 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 for a distance specified in this Subsection. Where the property lines

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.~~

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**~~

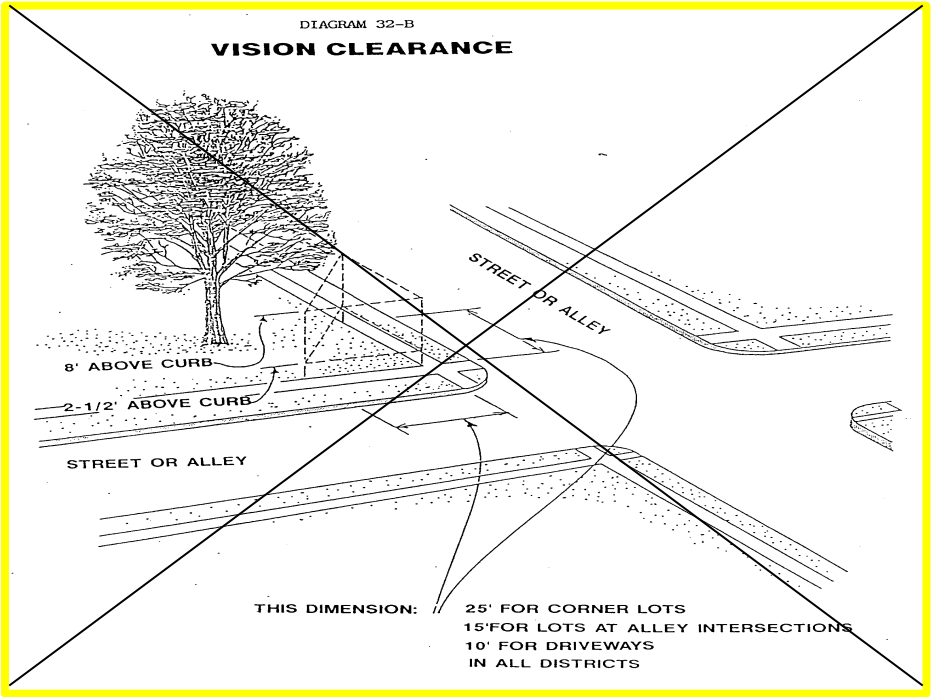


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Exhibit A: Springfield Development Code Amendments

Staff Commentary: Changes 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 that is proposed to be added to this section is being brought from the *Engineering Design Specifications and Procedures Manual* into the Code in order to be adopted by ordinance.

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.~~

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.

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

****

Staff Commentary: Implementing updated street design standards per Policy 3.3, Action 1, changes to SDC 4.2-140 clarify 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.

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 strip~~s, in~~ or within individual tree wells ~~with~~in a sidewalk, round-about~~s~~, or median~~s~~.

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.

c. Existing street trees on private property must not be removed to accommodate additional or expanded driveways.

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.

****

Exhibit A: Springfield Development Code Amendments

Staff Commentary: As part of implementing updated street design standards per Policy 3.3, Action 1, changes to SDC 4.2-145 clarify that installation of decorative street lighting may be requested, but requires prior City authorization. Other housekeeping-related text changes are included below.

Additional language that is proposed to be added to this section is being brought from the *Engineering Design Specifications and Procedures Manual* into the Code in order to be adopted by ordinance.

4.2-145 ~~Street~~ Lighting Standards

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

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

B. ~~A~~ Upon approval by the Director, a developer may install decorative ~~street~~lights, as may be permitted in this section~~in the City's *Engineering and Design Standards and Procedures Manual*~~ 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.

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.

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.

****

Staff Commentary: The following text revisions 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 bike/ped 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 that is proposed to be added to this section is being brought from the *Engineering Design Specifications and Procedures Manual* into the Code in order to be adopted by ordinance.

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, City-adopted bicycle and pedestrian plan, 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 multiust-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 ~~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.

****

Staff Commentary: The following section proposes to remove 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 what is proposed for a multi-use path facility. 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:~~

~~**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~~

~~**ii.** 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.~~

****

Staff Commentary: 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.

EXCEPTION~~S~~: 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 stnadards 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:

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~~ travel~~way~~ 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 4~~5~~-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 travel~~way~~ 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. Proposed 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.

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

The proposed standards cap the total parking reduction a developer can obtain for all sites outside the Downtown Exception Area (where there is no minimum parking requirement) to maintain a minimum level of off-street vehicle parking. The bike parking credit was moved from Section 4.6-120I to 4.6-110H and was reduced from 5 bike spaces for every vehicle space to 2 bike spaces per vehicle space to incentivize developers to take advantage of the bike parking reduction credit. Staff believe that the existing 5-bike-space standard was adopted to conform to the number of spaces provided by a single wave rack (the previously accepted bike parking standard). Because the new, proposed bike parking standard requires a high quality rack (i.e. "staple rack") that has space for 2 bikes per rack, it makes sense to adjust the requirement. A standard vehicle parking space can fit 4-5 staple racks (or up to 10 bike parking spaces). Under the proposed bike parking reduction credit, a developer could convert an existing vehicle parking space to up to 10 bike parking spaces, resulting in a maximum net reduction of 4 vehicle parking spaces for every existing vehicle parking space that is converted to bike parking. The new language also clarifies that bike parking may substitute for a percentage of vehicle parking only when additional bike parking provided is above minimum quantity of bike parking otherwise required.

4.6-100 Vehicle Parking, Loading and Bicycle Parking Standards

4.6-110 Motor Vehicle Parking—General

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.

~~**3.** The Director may authorize a reduction in the number of required parking spaces without a Variance:~~

~~**a.** Based on an approved Parking Study, prepared by a Transportation Engineer; and/or~~

~~**b.** When the location of a building on a site makes it impractical to provide the number of required spaces without demolishing all or part of the building, and no alternative parking arrangements are reasonably available; and~~

~~**c.** Based on an affirmative finding by the Director that the exception will have no negative impacts on neighboring properties; and~~

~~**d.** All installed parking shall confirm to the design standards of this Section and Section 4.6-115 and 4.6-120.~~

B. If parking has been provided to serve an existing use, the number of parking spaces ~~shall~~ cannot be reduced if the result would be fewer spaces than required by this Section, except as parking reductions are allowed below and under Special Provisions to Table 4.6-2.

C. Parking reductions under 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~~C~~. Required parking spaces shall be available for the parking of passenger ~~automobiles~~ 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 ~~shall~~ be provided in addition to the number of parking spaces required by this Section.

E~~D~~. 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 ~~1~~ one use shall not be considered as providing parking facilities for any other use, unless as may be permitted in Subsection F., below.

F~~E~~. 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~~F~~. ~~Parking~~ When on-street parking is planned and provided, 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. ~~Bicycle~~ 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 20~~25~~ percent of ~~required vehicular parking~~ off-street motor vehicle parking otherwise required in Table 4.6-2. For every ~~5~~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.

M. **EXCEPTION:** The Director may authorize reductions to the minimum number of parking spaces required in Table 4.6-2, including reductions in excess of the cumulative maximum reduction specified in Section 4.6-110.K. above, based on substantial evidence that less than the minimum required parking spaces would be utilized. Substantial evidence includes, but is not limited to, the parking requirements based upon the current version of the Institute of Transportation Engineers (ITE) Parking Manual, an approved Parking Generation Study prepared by a licensed engineer, evidence regarding specific use characteristics, or evidence regarding site proximity to multi-modal improvements that are likely to reduce on-site parking demand.

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

Figure 4.6A

Parking Lot Design

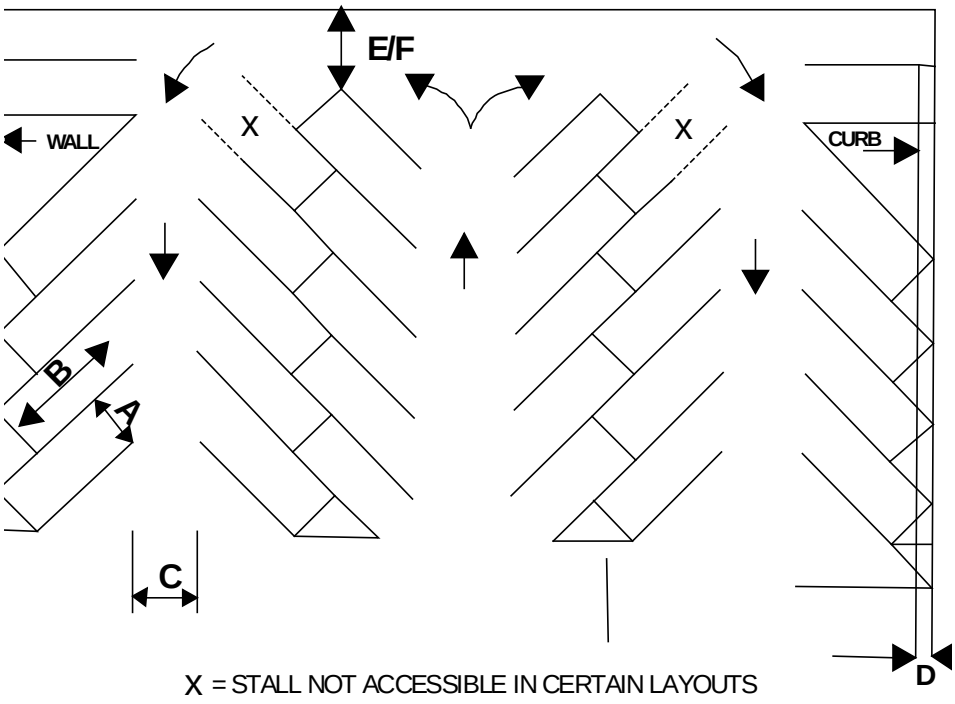
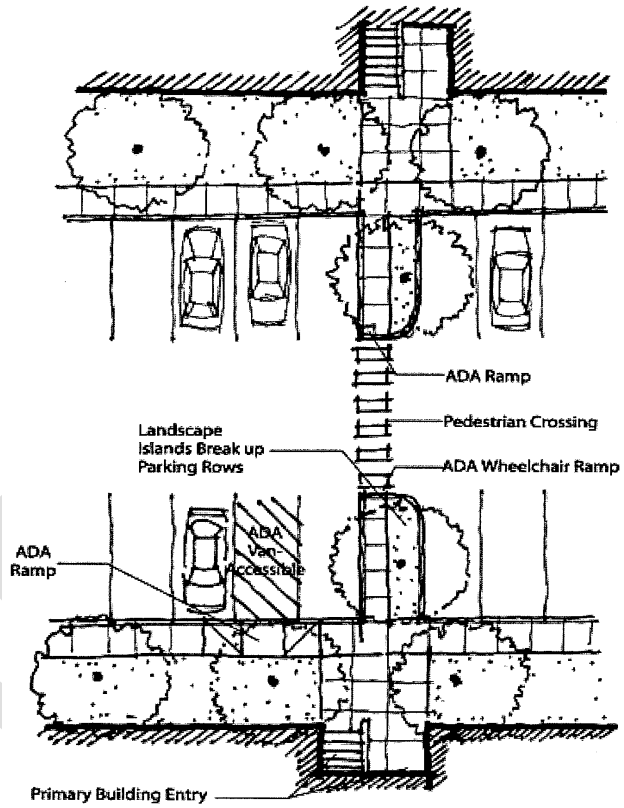


Figure 4.6A

Parking Lot Design



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Staff Commentary: Changes 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. Revision to SDC 4.6-120.A. to allow for permeable pavement is proposed following review of City standards called for in Policy 3.3, Action 1. The added language permits the Director to authorize permeable paving in parking areas and driveways, providing stormwater and environmental benefits from an alternative to standard paving.

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

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:

A. All parking ~~areas shall~~ lots, bays, and spaces must have a durable, dust free surfacing of Asphaltic concrete, Portland cement concrete or other materials as ~~specified in the Building Safety Codes and~~ approved by the ~~Building Official~~ 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 ~~dispose of~~ 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 ~~Building Official and shall be constructed in conformance with the Building Safety Codes~~.

C. All parking ~~stalls~~ 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 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.** Parking areas shall be designed to connect with parking areas on abutting sites within the same zoning district to eliminate the use of the street for cross movements.~~

F~~G~~. 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~~H~~. Parking Spaces ~~For Disabled Persons~~ for People with Disabilities.

1. Parking spaces for ~~disabled persons~~ 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 ~~disabled persons~~people with disabilities shall be as specified in Section ~~1104~~ 1106 of the Oregon Structural Specialty Code.

~~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.~~

****

Staff Commentary: Text proposed below in SDC 4.6-125 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.

The proposed language allows the Director to approve an alternative parking quantity for a particular use based upon evaluation of parking demands in the ITE Parking Manual or a parking study without applying for a variance. Proposed new text also permits the Director to allow an exceedance of the parking maximum based on a parking study and approved TDM plan.

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 our development applications greatly exceed the minimums required. Staff does not foresee the proposed parking maximum (125% of the minimum parking required) to be a detriment to development in Springfield. The proposed 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 proposed to be deleted, given the proposed 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 proposed to be deleted since the proposed new Code 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 proposed amendments in Table 4.6-2.

4.6-125 Motor Vehicle Parking – Parking Space Requirements

Table 4.6-2

Use	***Minimum Parking Requirements* (1)**
Dwellings-single-family, duplexes and manufactured	~~2 for each dwelling~~ 1 for each dwelling when on-street parking is planned and provided; or 2 for each dwelling when no on-street parking is provided, or when provided on-street parking is planned to be eliminated or repurposed
Dwellings-cluster subdivisions	See applicable dwelling unit
Dwellings-multiple family other than quads or quints	~~1.5 for each dwelling unit~~ 1 for each dwelling unit
Dwellings-quads or quints	0.75 for each bedroom

Use	***Minimum and Maximum Parking Requirements* (1) (2)**
Child Care Centers	1 drop-off space for each 700 square feet of gross floor area, plus 1

Use	*Minimum and Maximum Parking Requirements* **(1) (2)**
	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~~ the largest public assembly area.
Group Care Facilities	0.25 for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.
Public Utility Facilities	None, unless utility vehicles will be parked overnight.
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
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

(1) Table 4.6-2 establishes minimum off-street parking required for various uses except as may be reduced in accordance with the provisions of Section 4.6-110.

(2) Table 4.6-2 establishes maximum off-street parking requirements for all uses except residential dwelling units. Maximum off-street parking is 125 percent of the minimum off-street parking required above in Table 4.6-2, except as may be increased by the Director based upon an approved Parking Generation Study prepared by a professional Transportation Engineer licensed by the State of Oregon and an approved Transportation Demand Management Plan.

Special Provisions:

A. Downtown Exception Area. Within the Downtown Exception Area, all lots/parcels and uses are~~shall be~~ 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. ~~In any case, any voluntarily installed parking shall conform to the design standards of this Section~~.

B. Commercial Districts.

1. Parking lots in the Neighborhood Commerical (NC) District shall be designed so that every seventh space is developed as a landscaped separator between spaces. NC developments that 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~~uses~~ 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, p~~P~~arking 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.

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.

~~**a.**~~ Off-street surface parking ~~shall~~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. ~~The Director may reduce the minimum number of parking spaces required, based on a parking generation study, without the need for a Variance. The study shall demonstrate how a proposal to reduce parking is justified by estimated peak use, easy pedestrian access, availability of transit service, and adjacent on-street parking. This reduction shall be limited to 20 percent of the established standard.~~

~~**b.** The maximum number of parking spaces allowed shall not exceed 120 percent of the minimum parking requirement for commercial and industrial uses in Table 4.6-2. The Director may increase the allowed number of parking spaces based on a parking generation study, using statistical analysis from the Institute of Transportation Engineering (ITE) Parking Generation Report without the need for a Variance. The study shall demonstrate how a proposal to increase parking is justified by estimated peak use, and how parking demand management techniques to reduce the needed number of parking spaces would be ineffective for the development.~~

2. Residential Requirements. Minimum off-street parking standards for residential uses ~~shall~~ must comply with the standards specified in Table 4.6-2 unless reduced under applicable provisions in this Code.

~~**3. EXCEPTION:** The Director may reduce the minimum residential parking standard when it is demonstrated that proposed housing is along a frequent service transit line, or is otherwise provided for by this Code.~~

****

4. *Proposed 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.

Staff Commentary: 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 recommended 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.

Section D 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 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.

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:

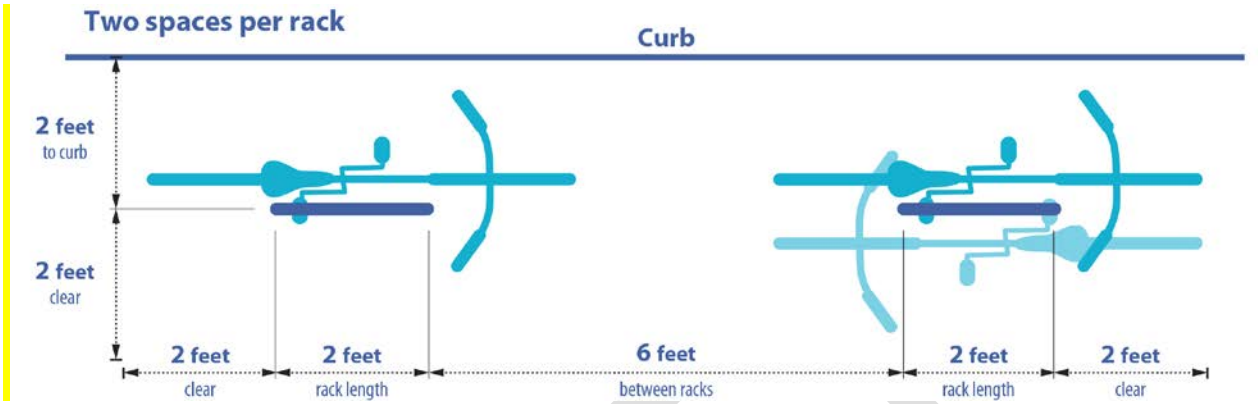
1. Each oversized bicycle parking space must provide minimum clear area of 4 feet by 8 feet as shown in Figure 4.6-C.

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


Two spaces per rack
Curb
2 feet
to curb
2 feet
clear
2 feet
clear
2 feet
rack length
6 feet
between racks
2 feet
rack length
2 feet
clear


34
inches
rack height
Rack supports
the bike in
2 places
2 feet
clear
2 feet
rack length
6 feet
between racks
2 feet
rack length
2 feet
clear

Two spaces per rack

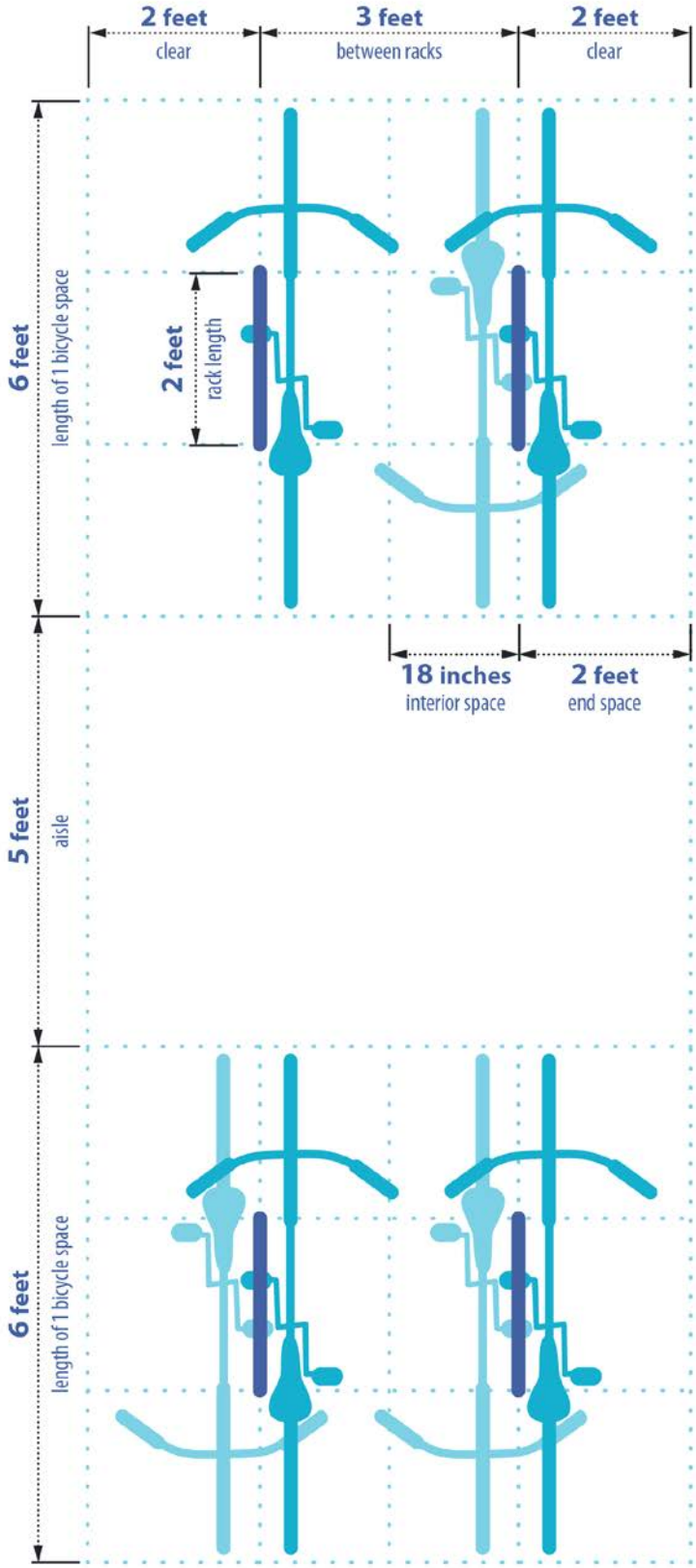
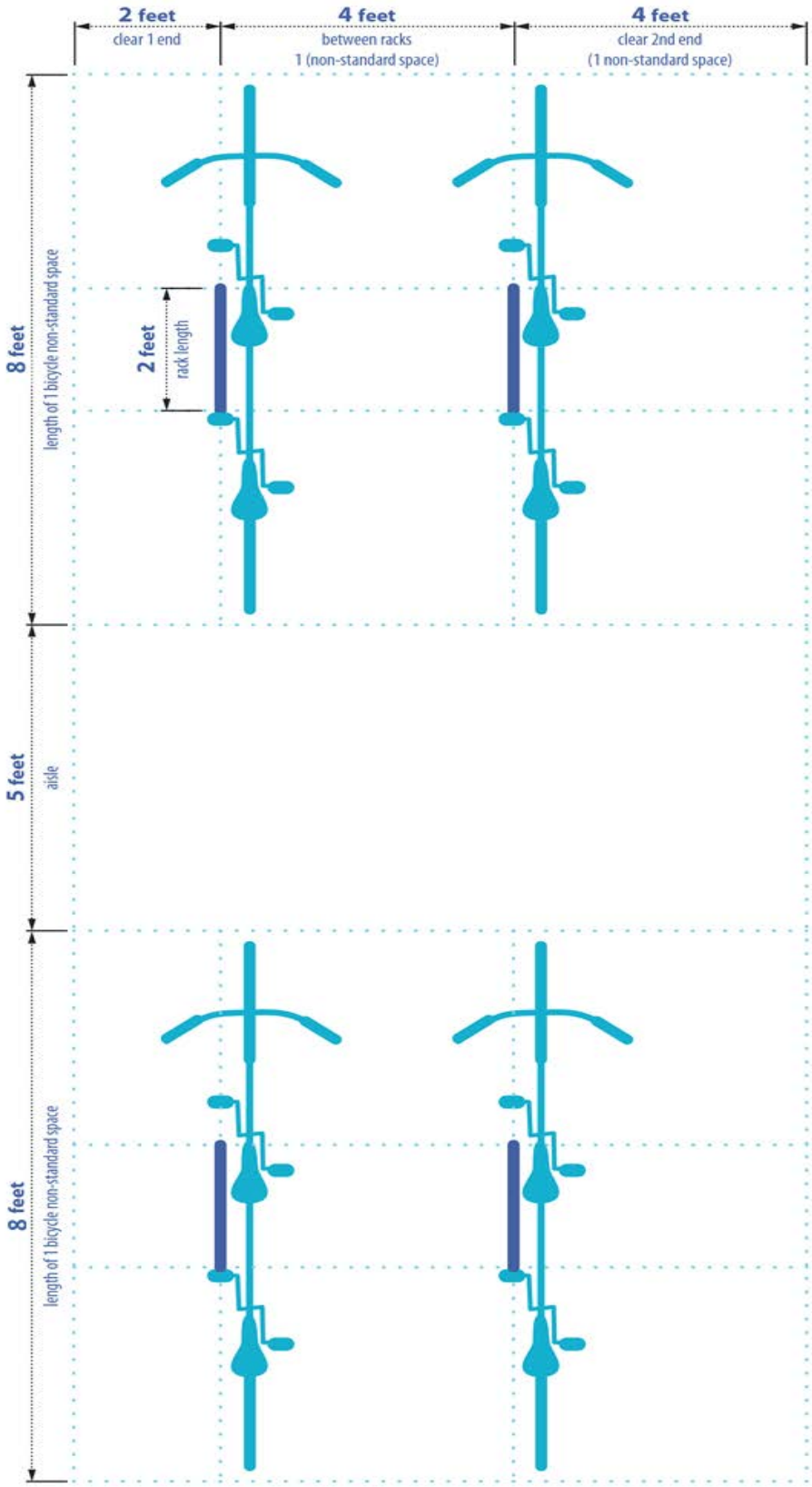


Figure 4.6-C


8 feet
length of 1 bicycle non-standard space
5 feet
aisle
8 feet
length of 1 bicycle non-standard space
2 feet
rack length
2 feet
clear 1 end
4 feet
between racks
1 (non-standard space)
4 feet
clear 2nd end
(1 non-standard space)

****

Staff Commentary: The following section proposes establishing requirements for rack type that align with current high quality standards for bicycle racks.

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.

4~~2.~~ Bicycle parking shall be separated from motor vehicle parking by a barrier, curb, or sufficient distance to prevent damage to parked bicycles.

5~~3.~~ 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~~4.~~ 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.~~;~~

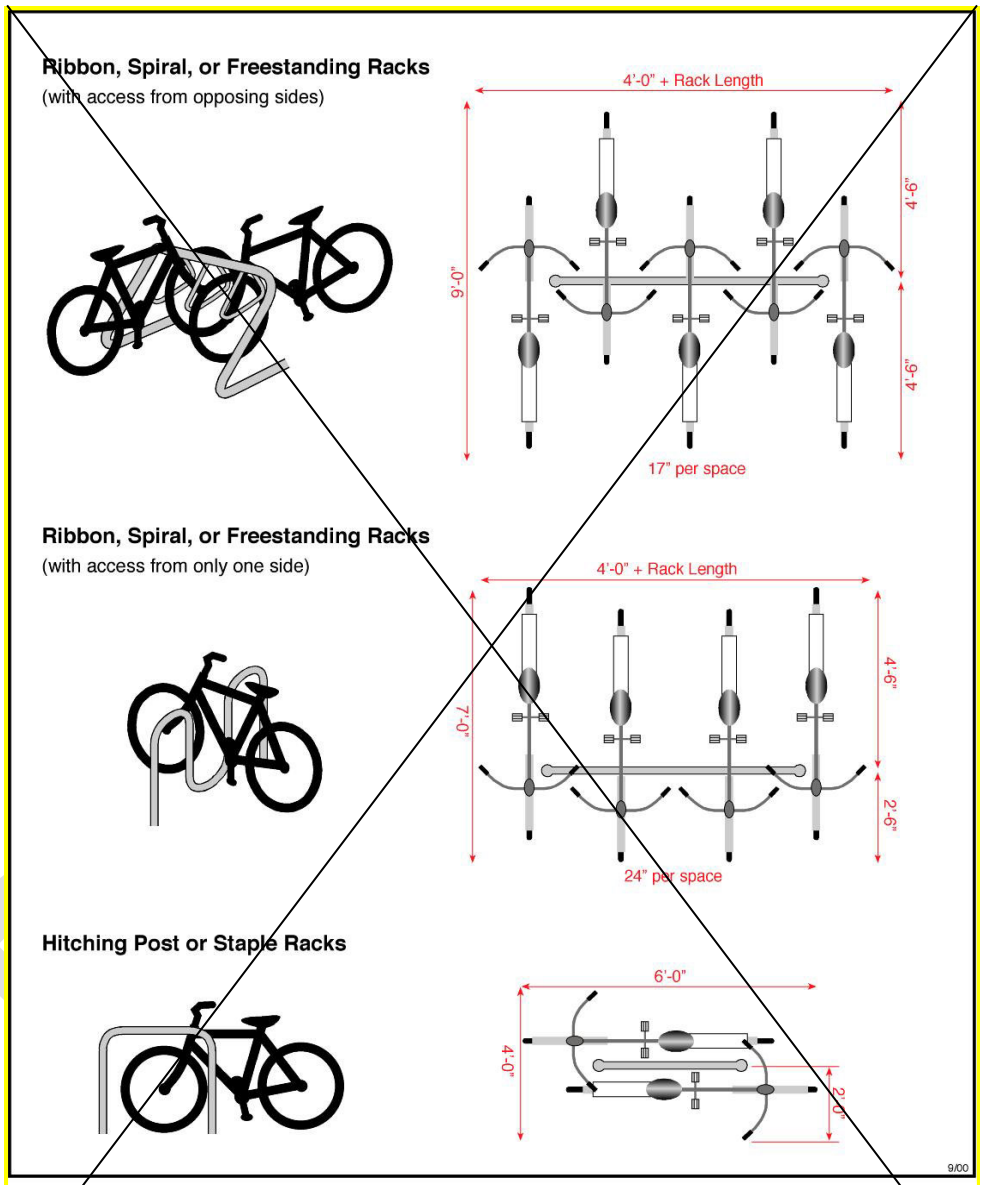
EXCEPTION: The Director may allow bicycle parking on upper stories within multi-story residential buildings.

7~~5.~~ 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.

8~~6.~~ 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. ~~Businesses~~ Employers with changing rooms and shower facilities or other additional amenities ~~that encourage bicycling or other alternative modes of transportation by employees or patrons~~ may be eligible for a 10 percent reduction of Transportation System Development Charges if the Director determines that those facilities encourage bicycling or other ~~alternative~~ active modes of transportation by employees or patrons ~~if the City Engineer determined a decrease in vehicle trips will result~~.

~~**Figure 4.6-B**~~



DIMENSIONS FOR COMMONLY USED RACKS

****

Staff Commentary: The following table is intended to entirely replace existing Table 4.6-3 in order to make it more concise. The existing table 4.6-3 is shown in strikethrough, highlighted formatting. Below the existing strikethrough table, the proposed 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.

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~~

~~***Land Use***~~	~~***Minimum Parking Requirements (Minimum 3 spaces required)***~~	~~***Type and % of Bike Parking***~~
~~**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.~~

~~***Land Use***~~	~~***Minimum Parking Requirements (Minimum 3 spaces required)***~~	~~***Type and % of Bike Parking***~~
~~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 facilities are provided.~~	~~100% long term~~
~~**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~~

~~Land Use~~	~~Minimum Parking Requirements (Minimum 3 spaces required)~~	~~Type and % of Bike Parking~~
		~~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 repair~~	~~1 per each 6000 square feet of floor area.~~	~~25% long term~~ ~~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~~	~~1 per each 3000 square feet of floor area.~~	~~25% long term~~

~~Land Use~~	~~Minimum Parking Requirements (Minimum 3 spaces required)~~	~~Type and % of Bike Parking~~
~~services, personal services (except as noted below)~~		~~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 fee 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~~ ~~75% short term~~
~~Motor vehicle and tire sales, service stations,~~	~~1 per each 6000 square feet of floor area.~~	~~100% short term~~

~~***Land Use***~~	~~***Minimum Parking Requirements (Minimum 3 spaces required)***~~	~~***Type and % of Bike Parking***~~
~~including quick servicing~~		
~~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~~	~~1 per each 600 square feet of floor area.~~	~~100% short term~~

~~***Land Use***~~	~~***Minimum Parking Requirements (Minimum 3 spaces required)***~~	~~***Type and % of Bike Parking***~~
~~extraction~~		
~~Manufacture and assembly~~	~~1 per 3000 square feet of floor area~~	~~25% long term~~ ~~75% short term~~
~~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~~

~~***Land Use***~~	~~***Minimum Parking Requirements (Minimum 3 spaces required)***~~	~~***Type and % of Bike Parking***~~
~~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) in excess of 10,000 square feet of floor area~~	~~1 per each 3000 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~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~~	~~100% short term~~

~~Land Use~~	~~Minimum Parking Requirements (Minimum 3 spaces required)~~	~~Type and % of Bike Parking~~
	~~improvements:~~ ~~Playing court: 2 spaces~~ ~~Picnic Shelter: 2 spaces~~ ~~Playground: 2 spaces~~ ~~Athletic/Playing Field: 4 spaces~~ ~~Skateboard Park: 2 spaces~~ ~~Restroom: 2 spaces~~	
~~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 auditorium (sanctuary or place of worship).~~	~~100% short term~~
~~Transit park and ride, transit station~~	~~Minimum 10 spaces, 10% of auto spaces, whichever is greater.~~	~~25% long term~~ ~~75% short term~~

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
	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

372

373

374 **********

Staff Commentary: Changes to Section 3.4-270 are intended to align the Glenwood Riverfront Mixed-Use Plan District Bike Parking standards with the proposed 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

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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
	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.

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Staff Commentary: The Springfield and Lane County Planning Commissions recommended approval of adding language to SDC 4.7-195A.8. to increase convenience and safety of people walking and biking within school sites. The Planning Commission and Stakeholder Sounding Board felt that it was appropriate to require the additional design requirements where students will be frequent users. The section below was moved from the "Housekeeping changes" section of the document to this new location due to the nature of the proposed amendments.

Section 4.7-100 SPECIFIC DEVELOPMENT STANDARDS

4.7-195 Public/Private Elementary/Middle Schools

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 Ill review procedure (a Type II Site Plan application raised to a Type Ill 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 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.

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Staff Commentary: Definitions for "block," "block length," and "block perimeter" are added based on the proposed amendments to SDC 4.2-115, establishing new maximum block perimeters. Although a maximum block length is already included in the 4.2-115, the term "block length" is not currently defined in the development code. The definition for a "block" is proposed to be amended to provide better clarity. The new definition for Frequent Transit Corridor relates to TSP Policy 3.8, Action 3, and to changes in parking requirements and allowed reductions proposed for 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. If the proposed

changes are impmlemented, the term "bikeway" no longer will appear in the Springfield Development Code, and therefore the definition should be removed.

Section 6.1-100 Definitions

6.1-110 Meaning of Specific Words and Terms

AASHTO. American Association of State Highway and Transportation Officials.

~~**Bikeway.** Any street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether the facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.~~

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.

Development ~~Services~~ 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 ~~Services~~ and Public Work 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 based on ~~TransPlan~~ the Springfield Transportation System Plan, the Conceptual ~~Local~~ Street ~~Plan~~ Map; ~~or~~ 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 Acitivity Center. Any public park or recreation facility, public or private school, government service, commercially zoned property, or mixed-use zoned property.

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

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

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5. Proposed Changes to Various Standards for Code Administration (SDC Chapters 3, 4, and 5)

Relevant TSP Policies/Actions:

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.

Staff Commentary: The following Code revisions are proposed to 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 TSP Policy 3.3 and in Policy 3.3 Actions 1 and 2, and Policy 3.4.

The new text proposed 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 can 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

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.

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Staff Commentary: Changes 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.

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.

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5.12-100 Land Divisions – Partitions and Subdivisions

5.12-120 Tentative Plan Submittal Requirements

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.

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 (~~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 ~~l~~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~~ response to ~~Transportation~~ 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 ~~TransPlan~~ Springfield Transportation System Plan, any approved Conceptual Development Plan and ~~the latest version of~~ the Conceptual ~~Local~~ Street Map;

3. The locations and widths of all existing and proposed sidewalks, ~~pedestrian trails~~ ~~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;

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 ~~TransPlan~~ the Springfield Transportation System Plan, 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;

9. A wetland delineation approved by the Department of State Lands shall be submitted concurrently where there is a wetland on the property;

829 **10.** Evidence that any required Federal or State permit has been applied for or approved shall be submitted concurrently;
830
831 **11.** All public improvements proposed to be installed and to include the approximate time of installation and method of
832 financing;
833
834 **12.** Proposed deed restrictions and a draft of a Homeowner's Association Agreement, where appropriate;
835
836 **13.** Cluster Subdivisions shall also address the design standards specified in Section 3.2-230;
837
838 **14.** Where the Subdivision of a manufactured dwelling park or mobile home park is proposed, the Director may waive
839 certain submittal requirements specified in Subsections A. through M. However, the Tentative Plan shall address the
840 applicable standards listed under the park Subdivision approval criteria specified in Section 5.12-125.

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843

7. Other Proposed Code Housekeeping Changes

Staff Commentary: The following amendments to the Code are principally for housekeeping purposes, and proposed in addition to certain housekeeping changes proposed above with more substantive Code amendments implementing TSP policies. The proposed changes help standardize terminology (e.g., current Code has numerous variations in referring to the Conceptual Street Map), address out-of-date references (e.g., department and Director citations below reflect the current Development and Public Works Department naming conventions), correct certain scriveners errors, and update internal cross-references to amended Code provisions.

3.2-200 Residential Zoning Districts

3.2-215 Base Zone Development Standards

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

****

3.2-300 Commercial Zoning Districts

3.2-315 Base Zone Development Standards

(4) 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) 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) 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) 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

(2) 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, the ~~adopted~~ City's 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;

4. Addresses future street connectivity as shown in the Springfield Transportation System Plan, Regional Transportation System Plan, ~~Local Street Network Plan~~Conceptual Street Map, 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 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

975
976 (5) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.
977

978 **3.4-270 Public and Private Development Standards**

979
980 **A.** Public Streets, Alleys and Sidewalks
981
982 **1.** Public streets, alleys and sidewalks in the Glenwood Riverfront shall be as described in the Glenwood Refinement
983 Plan Transportation Chapter and designed and constructed as specified in the Springfield *Engineering Design*
984 *Standards and Procedures Manual*.
985
986 **2.** Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as
987 specified in Appendix 3 of this Code. The following is an overview of the Glenwood Riverfront street network:
988
989 **********

990 **B.** Street Trees and Curbside Planter Strips. Applicable Glenwood Refinement Plan Transportation Plan Policies and
991 Implementation Strategies shall be as specified in Appendix 3 of this Code.
992
993 **********

994 **C.** Lighting
995
996 **1.** Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as
997 specified in Appendix 3 of this Code.
998 **********

999
1000 **D.** Bicycle Facilities. Bicycle facilities shall be required: off-street as part of the multi-use path specified in Subsection 3.4-270E.;
1001 on-street; or as part of a mid-block connector.
1002
1003 **1.** Bicycle facilities in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation
1004 and Open Space Chapters.
1005
1006 **2.** Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as
1007 specified in Appendix 3 of this Code.
1008
1009 **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
1010 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.

****

4.2-100 Infrastructure Standards – Transportation

4.2-110 Private Streets

A. Private streets are permitted

****

EXCEPTION: During the Site Plan Review, Partition or Subdivision processes involving private streets, the ~~Public Works~~ Director may allow

****

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

5.12-130	**Tentative Plan Conditions**

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

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

****

5.17-100 Site Plan Review

5.17-130	**Conditions**

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

1. Right-of-way, when shown in: ~~TransPlan~~ the Springfield Transportation System Plan, transportation elements of refinement plans; or on the most recently adopted Conceptual ~~Local~~ Street ~~Plan~~ Map; and as specified in Table 4.2-1.

****

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

5.20-130	**Criteria**

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, ~~TransPlan~~ Springfield Transportation System Plan, the Conceptual ~~Local~~ 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);

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

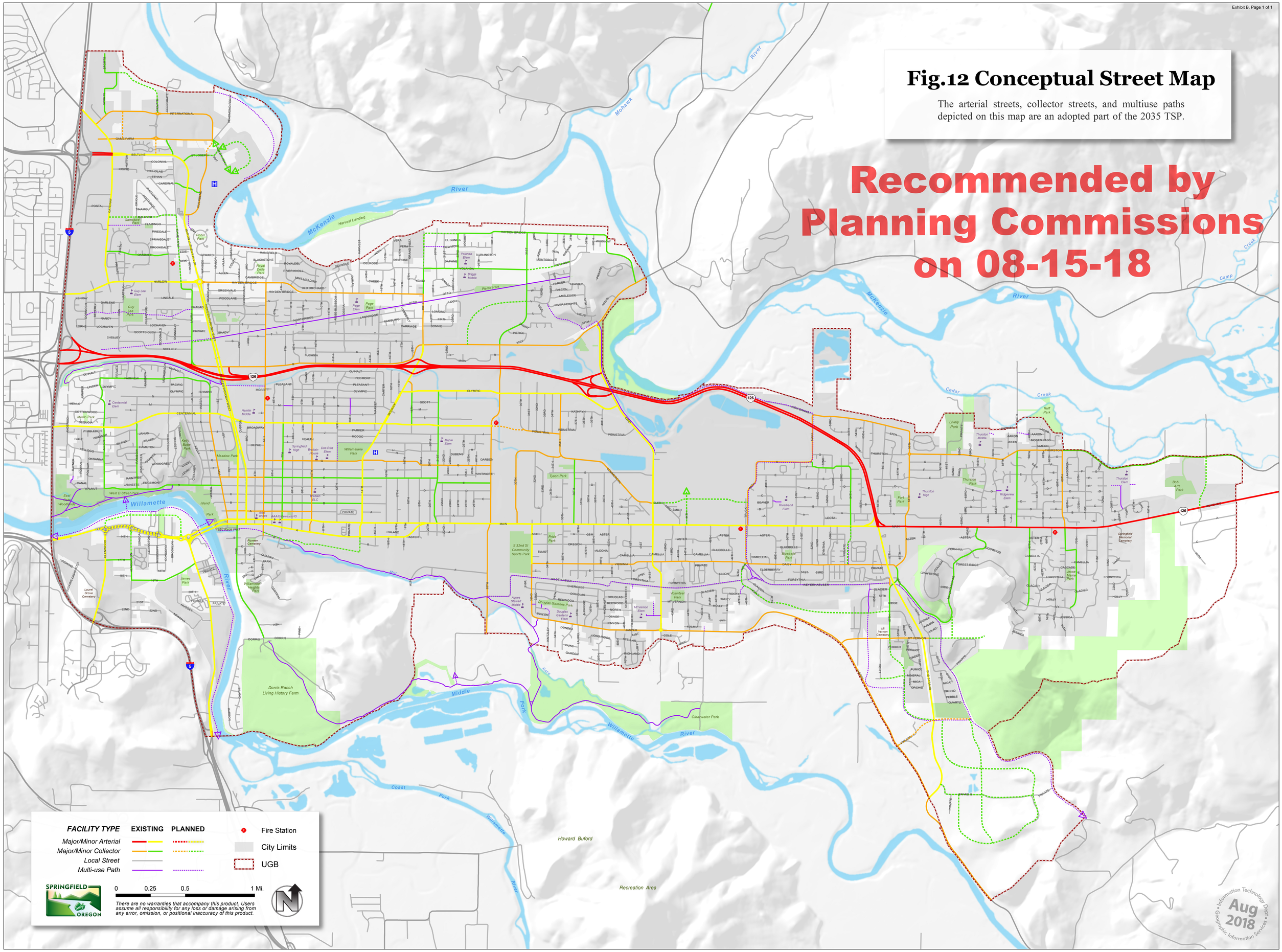
5. Whether provisions have been made to ensure that the vacated property will remain in public ownership.

1146 **********

Fig.12 Conceptual Street Map

The arterial streets, collector streets, and multiuse paths depicted on this map are an adopted part of the 2035 TSP.

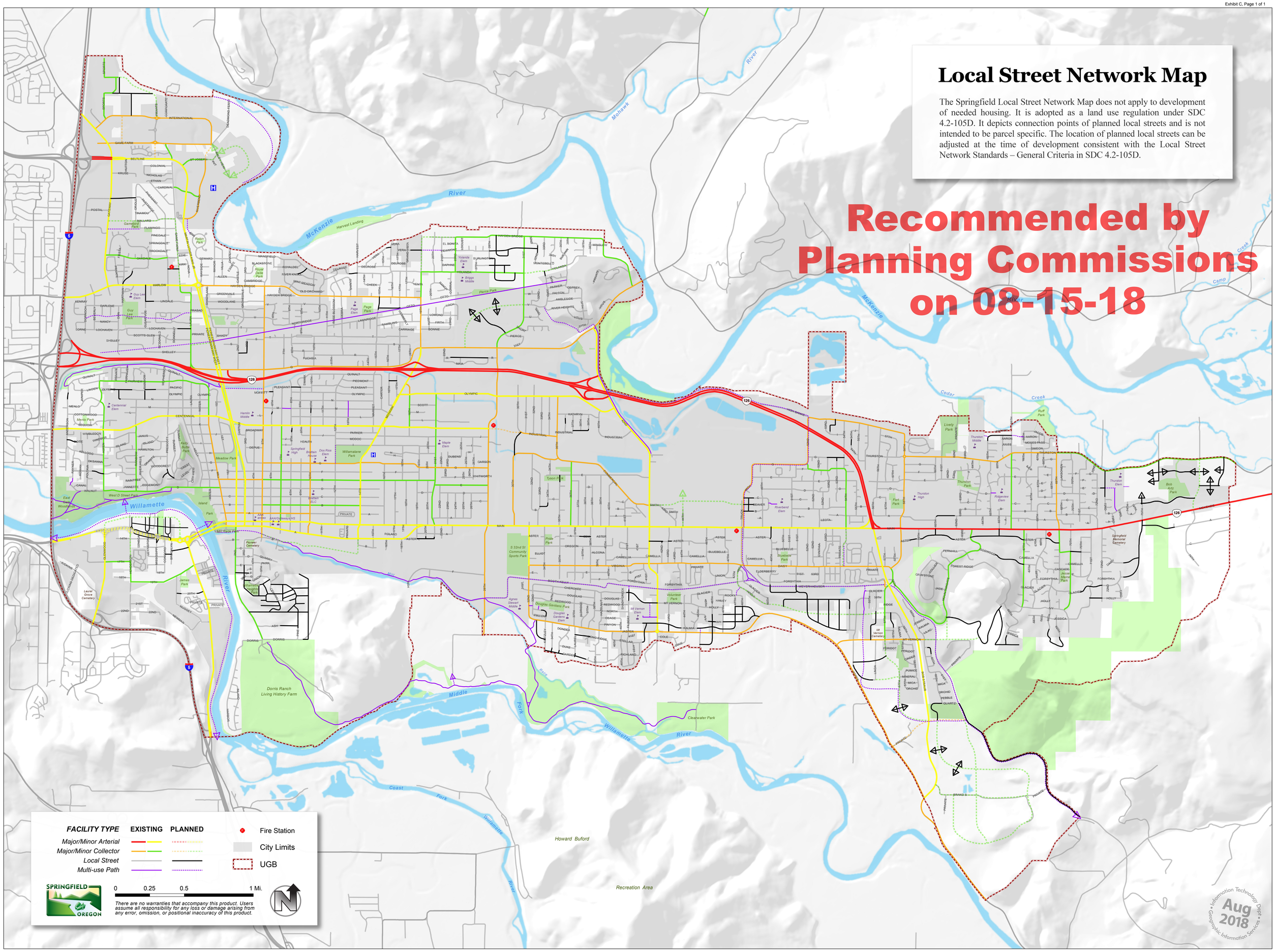
Recommended by Planning Commissions on 08-15-18



Local Street Network Map

The Springfield Local Street Network Map does not apply to development of needed housing. It is adopted as a land use regulation under SDC 4.2-105D. It depicts connection points of planned local streets and is not intended to be parcel specific. The location of planned local streets can be adjusted at the time of development consistent with the Local Street Network Standards – General Criteria in SDC 4.2-105D.

Recommended by Planning Commissions on 08-15-18



Planning Commission Recommended TSP Project List Amendments (8-15-2018)

PB = Ped-Bike, R = Roadway, S = Study, T = Transit, US = Urban Standards

PINK TEXT = Proposed changes since TSP adopted in 2014

Project ID	Project Name	Project Description	Cost	List	Project Type
PB-1	McKenzie Gateway Path - Existing Path to Maple Island Road	Construct a new multi-use 12-foot wide path from the end of the existing Riverbend Hospital path to Maple Island Road	$3,000,000	20-year projects: As development occurs	Pedestrian/bike
PB-2	Flamingo Avenue to Gateway Street	Construct a 12-foot wide path west from Flamingo Avenue to Gateway Street south of Game Bird Park	$70,000	20-year projects: Priority projects	Pedestrian/bike
PB-3	Oakdale Street/Pheasant Street/et.al. - Game Farm Road to Gateway Road	Add signing and striping for bicycle facilities	$80,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-4	Wayside Lane/Ann Court to Riverbend Path	Construct a new multi-use 12-foot wide path from Wayside Lane/Ann Court to the existing Sacred Heart Medical Center-Riverbend path	$80,000	20-year projects: As development occurs	Pedestrian/bike
PB-5	Hartman Lane/Don Street - south of Harlow Road to OR 126	Add signing and striping for bicycle facilities and construct sidewalks to fill gaps	$180,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-6	Springfield Christian School Channel Path - Dornoch Street to Laura Street	Construct a new multi-use 12-foot wide path from Dornoch Street to Laura Street	N/A	Beyond 20 year projects	Pedestrian/bike
PB-7	Extend EWEB Trail - Pioneer Parkway to Don Street	Construct a new multi-use 12-foot wide path in the EWEB powerline corridor from Pioneer Parkway to Don Street with a crossing of Pioneer Parkway and Laura Street	N/A	Beyond 20 year projects	Pedestrian/bike
PB-8	Hayden Bridge Way/Grovedale Drive, Hayden Bridge Way/3rd Street, Hayden Bridge Way/Castle Drive	Add a crosswalk with a rapid rectangular flashing beacon	$260,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-9	EWEB Path crossings of 2nd Street, 9th Street, 11th Street, Rose Blossom Drive, Debra Street, 15th Street, 33rd Street, and 35th Street	Improve path crossings to emphasize path priority and to improve safety	$50,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-10	2nd Street/Q Street	Add a crosswalk with a rapid rectangular flashing beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-11	By-Gully Path Extension - Pioneer Parkway to 5th Street	Construct a new multi-use 12-foot wide path from the existing By-Gully path at Pioneer Parkway to 5th Street	N/A	Beyond 20 year projects	Pedestrian/bike
PB-12	I-5 Path – Willamette River Area Path to By-Gully Path	Construct a new multi-use 12-foot wide path parallel to I-5 from Willamette River area path/Eastgate Woodlands to the end of the By-Gully path	N/A	Beyond 20 year projects	Pedestrian/bike
PB-13	Anderson Lane - By-Gully path to Centennial Boulevard	Add signing and striping on Anderson Street and West Quinalt Street for bicycle facilities and construct 12-foot wide multi-use path between Anderson Lane and Quinalt Street	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-14	Rainbow Drive - Centennial Boulevard to West D Street	Restripe for bicycle facilities with signing	$60,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-15	West D - Mill Street to D Street Path	Add bicycle facility signing and striping	$10,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-16	West D - Aspen Street to D Street Path	Add bicycle facility signing and striping; construct sidewalks to fill gaps	$190,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-17	Glenwood Area Willamette River Path – I-5 to Willamette River bridges	Construct a new multi-use 12-foot wide path from the end of the existing path, east of I-5 to the Willamette River bridges	$2,500,000	20-year projects: Priority projects	Pedestrian/bike
PB-18	Glenwood Area Willamette River Path – Willamette River Bridges to UGB	Construct a new multi-use 12-foot wide path from the Willamette River bridges to the UGB	$2,900,000	20-year projects: Priority projects	Pedestrian/bike

Project ID	Project Name	Project Description	Cost	List	Project Type
PB-19	Bridge between Downtown and Glenwood or modify Willamette River Bridges	Construct a new pedestrian and bicycle bridge between Downtown Springfield and Glenwood, or modify the existing Willamette River bridges	$10,300,000	20-year projects: Priority projects	Pedestrian/bike
PB-20	Mill Street - Centennial to Main Street, south of Main Street to Mill Race Park	Restripe for bicycle facilities with signing	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-21	Pioneer Parkway at D, E, and F Streets	Add crosswalks on Pioneer Parkway with signage	$80,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-22	5th Street/Centennial Boulevard Intersection	Add bicycle facilities through the intersection area	$560,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-23	5th Street - Centennial Boulevard to A Street	Add bicycle facility signing and striping	$50,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-24	D, E, or F Streets from 5th Street to 28th Street	Add bicycle facility signing and striping	$190,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-25	5th Street/D Street	Add bicycle facility signing and striping to improve visibility	$10,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-26	A Street - 5th Street to 10th Street	Restripe for bicycle facilities with signing	$40,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-27	South 2nd Street to Island Park	Construct a new multi-use 12-foot wide path along the Mill Race from South 2nd Street to Mill Street at Island Park	$3,100,000	20-year projects: As development occurs	Pedestrian/bike
PB-28	South ~~3rd~~ 2nd Street to South ~~5th~~ B Street	Construct a new multi-use 12-foot wide path from South 3rd Street to South 5th Street	~~N/A~~ $600,000	~~Beyond 20 year projects~~ 20-year projects: As development occurs	Pedestrian/bike
PB-29	Mill Race Path	Construct a new multi-use 12-foot wide path from South ~~2nd~~ B Street to South 32nd Street/UGB	$7,100,000	20-year projects: Priority projects	Pedestrian/bike
PB-30	33rd Street - V Street to EWEB Path	Add shared-use signing and striping	$10,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-31	Moe Mountain Path - ~~Quarry Ridge Lane~~ River Heights Drive to Marcola Road	Construct a new multi-use 12-foot wide path ~~Quarry Ridge Lane~~ River Heights Drive to Marcola Road	N/A	~~Beyond 20 year projects~~ 20-year projects: Priority projects	Pedestrian/bike
PB-32	McKenzie River Path - McKenzie Levee Path to 52nd Street	Construct a new multi-use 12-foot wide path from the existing McKenzie Levee path at 42nd Street to 52nd Street	$3,700,000	20-year projects: Priority projects	Pedestrian/bike
PB-33	Main Street - 34th Street to 35th Street	Add a mid-block crosswalk with a rapid rectangular flashing beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-34	Pedestrian crossing improvement on Main Street/38th Street	Add a mid-block crosswalk with a rapid rectangular flashing beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-35	Main Street/ 41st Street	Add a mid-block crosswalk with a rapid rectangular flashing beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-36	Virginia Avenue and Daisy Street - South 32nd Street to Bob Straub Parkway	Add bicycle facility signing and striping	$130,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-37	Booth Kelly Road - South 28th Street to South 49th Place	Construct a new multi-use 12-foot wide path from South 28th Street to South 49th Place	$2,817,000	20-year projects: Priority projects	Pedestrian/bike
PB-38	Haul Road - Daisy Street to Booth Kelly Road	Construct a new multi-use 12-foot wide path in the Haul Road right-of-way from Daisy Street to Booth Kelly Road	N/A	Beyond 20 year projects	Pedestrian/bike
PB-39	Main Street - 48th Street to 49th Street	Add a mid-block crosswalk with a rapid rectangular flashing beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-40	Main Street/ 51st Street	Add a mid-block crosswalk with ~~signing~~ a rapid rectangular flashing beacon	$10,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-41	Main Street /Chapman Lane	Add a mid-block crosswalk with a rapid rectangular flashing beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-42	Main Street /~~57th Street~~ 66th Street to 67th Street	Add a mid-block crosswalk with a pedestrian hybrid ~~rapid rectangular flashing~~ beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-43	Bob Straub Parkway/Daisy Street	Add a pedestrian/bicycle signal and crossing, coordinate with R-44	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-44	Mountaingate Drive - Mountaingate Entrance to Dogwood Street	Add shared-use signing and striping; construct sidewalks and drainage improvements to fill gaps	$260,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-45	Mt. Vernon Road/Bob Straub Parkway	Add crosswalks at three or four approaches with signing and striping and install pedestrian hybrid beacon on the north-south leg	$390,000	20-year projects: Opportunity projects	Pedestrian/bike

Project ID	Project Name	Project Description	Cost	List	Project Type
PB-46	Haul Road path - South 49th Place to UGB	Construct a new multi-use 12-foot wide path from South 49th Place to the UGB	$3,600,000	20-year projects: Priority projects	Pedestrian/bike
PB-47	Thurston Road/ 66th Street	Add a crosswalk with a rapid rectangular flashing beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-48	Thurston Road/ 69th Street	Add a crosswalk with a rapid rectangular flashing beacon	$90,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-49	South 67th Street - Ivy Street to Main Street	Add shared-use signing and striping and construct sidewalks to fill gaps	$160,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-50	Ivy Street - South 67th Street to South 70th Street	Add shared-use signing and striping	$20,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-51	South 70th Street - Main Street to Ivy Street	Add shared-use signing and striping	$50,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-52	City-wide Rectangular Rapid Flashing Beacons	Install mid-block crossings City-wide with rapid rectangular flashing beacons	$4,400,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-53	66th Street - Thurston Road to Main Street	Add bicycle lanes	$75,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-54	G Street - 5th Street to 28th Street	Add bicycle lanes or route	$75,000	20-year projects: Opportunity projects	Pedestrian/bike
PB-55	48th/G/52nd - High Banks Road to Aster Street	Construct a new multi-use 12-foot wide path from High Banks Road to Aster Street	$1,600,000	20-year projects: Priority projects	Pedestrian/bike
PB-56	Holly Street to Rocky Road	Construct a multi-use bridge	$2,200,000	Beyond 20 year projects	Pedestrian/bike
R-1	North Gateway Collector - Maple Island Road/Royal Caribbean Way to International Way	Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities	$4,300,000	20-year projects: As development occurs	Roadway
R-2	Gateway Road/International Way to UGB	Construct five-lane cross-section consistent with 2003 Revised Environmental Assessment	$950,000	20-year projects: Opportunity projects	Roadway
R-3	New Collector - Game Farm Road ~~–~~East to International Way	Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities	$6,300,000	20-year projects: Priority projects	Roadway
R-4	Maple Island Road – Game Farm Road/Deadmond Ferry Road to Beltline Road	Extend Maple Island Road with a two-lane cross-section with sidewalk, bicycle facilities, and an intersection at Beltline	$3,100,000	20-year projects: As development occurs	Roadway
R-5	Extend Riverbend Drive to International Way (Northeast Link)	Extend Riverbend Drive with a three-lane cross-section with sidewalks and bicycle facilities	$1,600,000	20-year projects: As development occurs	Roadway
R-6	Improvements to serve Riverbend ~~Hospital~~ Area	Improve Baldy View Lane, construct a McKenzie-Gateway Loop connector/new collector and construct off-street path connections	$10,200,000	20-year projects: As development occurs	Roadway
R-7	South of Kruse Way and east of Gateway Road	Construct a new roadway to improve local connectivity south of Kruse Way/east of Gateway Road area	N/A	Beyond 20 year projects	Roadway
R-8	Mallard Avenue - Gateway Street to Game Farm Road	Change Mallard Avenue to a two-lane cross-section with sidewalks and bicycle facilities and extend Mallard Avenue to Gateway Street with a two-lane cross-section with sidewalks and bicycle facilities	$4,530,000	20-year projects: As development occurs	Roadway
R-9	Laura Street to Pioneer Parkway	Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities in or near the EWEB powerline corridor with a right-in/right-out intersection at Pioneer Parkway; ~~coordinate with~~ PB-7 is required to serve as sidewalk and bikeway	$3,300,000	20-year projects: Priority projects	Roadway
R-10	Q Street/Laura Street and Laura Street Interchange Area	Construct traffic controls at Laura Street/Q Street intersection, extend the second westbound through-lane through the Laura Street intersection, and construct a westbound right-turn lane; coordinate with S-3 and PB-7; conduct study [S-3] prior to implementing project	$1,600,000	20-year projects: Priority projects	Roadway

Project ID	Project Name	Project Description	Cost	List	Project Type
R-11	5th Street/Q Street	Construct right-turn lanes to the eastbound and northbound approaches or a roundabout	$550,000	20-year projects: Opportunity projects	Roadway
R-12	Franklin Boulevard Riverfront Collector	Construct a new collector as shown in the Glenwood Plan; two travel lanes with on-street parking, sidewalks, and bicycle facilities	$7,700,000	20-year projects: As development occurs	Roadway
R-13	Franklin Boulevard Multi-modal Improvements	Construct multi-modal improvements on Franklin Boulevard, from I-5 to the railroad tracks south of the Franklin Boulevard/McVay Highway intersection, and construct a roundabout at the Franklin Boulevard/Glenwood Boulevard intersection	~~350000001~~ $35,000,000	20-year projects: Priority projects	Roadway
R-14	Franklin Boulevard/McVay Highway Multi-lane Roundabout	Construct a multi-lane roundabout	$7,000,000	20-year projects: Priority projects	Roadway
R-15	Glenwood Boulevard - I-5 to Franklin Boulevard	Convert Glenwood Boulevard from three-lane to five-lane cross-section	N/A	Beyond 20 year projects	Roadway
R-16	East 17th Avenue - Glenwood Boulevard to Henderson Avenue	Change East 17th Avenue to a three-lane cross-section with sidewalks and bicycle facilities	$1,900,000	20-year projects: As development occurs	Roadway
R-17	Henderson Avenue - Franklin Boulevard to East 19th Avenue	Modify Henderson Avenue with a three-lane cross-section with sidewalks and bicycle facilities	$3,400,000	20-year projects: As development occurs	Roadway
R-18	East 19th Avenue - Henderson Avenue to Franklin Boulevard	Change East 19th Avenue to a three-lane cross-section with sidewalks and bicycle facilities	$3,500,000	20-year projects: As development occurs	Roadway
R-19	McVay Highway and East 19th Avenue	Construct a two-lane roundabout	$2,500,000	20-year projects: Priority projects	Roadway
R-20	McVay Highway - East 19th Avenue to I-5	Construct a two- or three-lane cross-section as needed with sidewalks, bicycle facilities, and transit facilities consistent with Main Street/McVay Highway Transit Feasibility study and project T-3	$47,000,000	20-year projects: Priority projects	Roadway
R-21	Pioneer Parkway to South 2nd Street	Construct a new collector between Pioneer Parkway and South 2nd Street	N/A	Beyond 20 year projects	Roadway
R-22	Extend South 14th Street South of Railroad Tracks	Extend South 14th Street south of the Union Pacific Railroad mainline with a three-lane cross-section with sidewalks and bicycle facilities	N/A	Beyond 20 year projects	Roadway
R-23	South B Street - South 5th to South ~~B Street~~ 14th Street	Extend South B Street with a three-lane cross-section with sidewalks and bicycle facilities	N/A	Beyond 20 year projects	Roadway
R-24	19th Street - Hayden Bridge to Yolanda Avenue	Extend 19th Street with a two-lane cross-section with sidewalks and bicycle facilities	$2,400,000	20-year projects: As development occurs	Roadway
R-25	Hayden Bridge Road - 19th Street to Marcola Road	Change Hayden Bridge Road to a two-lane cross-section with sidewalks and bicycle facilities	$12,000,000	20-year projects: As development occurs	Roadway
R-26	Yolanda Avenue - 23rd Street to 31st Street	Modify Yolanda Avenue to a two-lane cross-section with sidewalks and bicycle facilities	$460,000	20-year projects: As development occurs	Roadway
R-27	Yolanda Avenue to ~~33rd~~ 35th Street	Construct Yolanda Avenue from 31st to 33rd Street with sidewalks and bicycle facilities, add sidewalks and bicycle facilities from 33rd Street to 35th Street	~~9400000~~ $9,900,000	20-year projects: As development occurs	Roadway
R-28	Marcola Road to 31st Street	Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities	$9,000,000	20-year projects: As development occurs	Roadway
R-29	31st Street - Hayden Bridge to U Street	Change 31st Street to a two-lane cross-section with sidewalks and bicycle facilities	$3,800,000	20-year projects: As development occurs	Roadway
R-30	Marcola Road/19th Street	Construct right-turn lane on westbound approach or a roundabout	$320,000	20-year projects: Opportunity projects	Roadway
R-31	28th Street/Marcola Road	Construct a roundabout	$1,900,000	20-year projects: Opportunity projects	Roadway

Project ID	Project Name	Project Description	Cost	List	Project Type
R-32	42nd Street/Marcola Road	Construct a roundabout	$2,800,000	20-year projects: Opportunity projects	Roadway
R-33	Centennial Boulevard/28th Street	Construct a roundabout	$1,800,000	20-year projects: Opportunity projects	Roadway
R-34	Centennial Boulevard/Industrial Avenue - 28th Street to 35th Street	Extend Centennial Boulevard/Industrial Avenue with a three-lane cross-section with sidewalks and bicycle facilities	$9,500,000	20-year projects: Priority projects	Roadway
R-35	OR 126/42nd Street Interchange Improvements	OR 126/42nd Street interchange improvements	N/A	Beyond 20 year projects	Roadway
R-36	42nd Street - Marcola Road to Railroad Tracks	Modify 42nd Street to a three-lane cross-section and traffic controls at Marcola Road and the OR 126 westbound ramps	$6,000,000	20-year projects: Priority projects	Roadway
R-37	Commercial Avenue - 42nd Street to 48th Street, north of Main Street and North-South Connection	Extend Commercial Street and add a north-south connection; three-lane cross-section with sidewalks and bicycle facilities	$19,000,000	20-year projects: As development occurs	Roadway
R-38	South 42nd Street/Daisy Street	Construct a traffic signal or a roundabout	$1,800,000	20-year projects: Opportunity projects	Roadway
R-39	Extend South 48th Street to Daisy Street	Extend South 48th Street with a ~~three~~two-lane cross-section with ~~sidewalks and bicycle facilities~~ a parallel multi-use 12-foot wide path and roundabout intersection treatment at Daisy and South 48th Street	$3,200,000	~~20-year projects: Priority projects~~ 20-year projects: As development occurs	Roadway
R-40	OR 126/52nd Street Interchange Improvements	Construct a grade-separated interchange on OR 126 at 52nd Street with ramps and traffic controls at ramp terminals on 52nd Street consistent with the Interchange Area Management Plan	~~400000002~~ $40,000,000	20-year projects: Priority projects	Roadway
R-41	South 54th Street - Main Street to Daisy Street	Construct a new two-lane collector with sidewalks and bicycle facilities	$960,000	~~20-year projects: Priority projects~~ Beyond 20 year projects	Roadway
R-42	~~Glacier Drive - 48th Street/Holly to South 55th Street~~ Holly Street - South 48th Street to South 57th Street	Construct a new collector with a two-lane cross-section with sidewalks and bicycle facilities	$6,300,000	20-year projects: As development occurs	Roadway
R-43	OR 126/Main Street Interchange Improvements	Construct a grade-separated interchange with ramps and traffic control at ramp terminals on Main Street consistent with the Interchange Area Management Plan; needs further study	~~500000002~~ $50,000,000	20-year projects: Priority projects	Roadway
R-44	Daisy Street crossing of Bob Straub Parkway	Construct ~~an at-grade crossing~~ traffic control improvements or undercrossing of Bob Straub Parkway	N/A	~~Beyond 20 year projects~~ 20-year projects: Priority projects	Roadway
R-45	Improvements within the Jasper-Natron Area	Construct multiple roadways in the Jasper-Natron area between Bob Straub Parkway, Jasper Road, and Mt. Vernon Road	$67,000,000	20-year projects: As development occurs	Roadway
R-46	Bob Straub Parkway to Mountaingate Drive and Future Local	Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities	~~2500000~~ $4,300,000	20-year projects: As development occurs	Roadway
R-47	Haul Road - ~~Mt. Vernon Road~~ Quartz Ave to UGB	Construct a two-lane green street in the Haul Road right-of-way; coordinate with PB-46	$11,000,000	20-year projects: As development occurs	Roadway
R-48	Mountaingate Drive/Main Street	Install a new traffic signal	$900,000	20-year projects: Opportunity projects	Roadway
R-49	79th Street - Main Street to Thurston Road	Extend 79th Street with a two-lane cross-section with sidewalks and bicycle facilities	$8,200,000	20-year projects: As development occurs	Roadway
R-50	Gateway/Beltline Phase 2 Project	As defined in the 2003 Revised Environmental Assessment including Kruse/Hutton couplet, Gateway Road improvements	$12,000,000	20-year projects: Priority projects	Roadway
R-51	Gateway Street/Harlow Road	Construct traffic control improvements	$2,910,000	20-year projects: Priority projects	Roadway
R-52	Main Street/48th Street	Construct traffic control improvements	$2,400,000	20-year projects: Priority projects	Roadway
S-1	Phase 2 of Beltline/Gateway improvements		N/A	Study projects	Study projects
S-2	OR 126 Expressway Management Plan (I-5 to Main Street)		N/A	Study projects	Study projects

Project ID	Project Name	Project Description	Cost	List	Project Type
S-3	Pioneer Parkway/Q Street/Laura Street circulation study to improve Q Street/Laura Street/Ramp safety, access, and capacity		N/A	Study projects	Study projects
S-4	Study a new crossing of OR 126 between 5th and 15th Streets		N/A	Study projects	Study projects
S-5	Centennial Boulevard - Prescott Lane to Mill Street operational improvements study		N/A	Study projects	Study projects
S-6	Pioneer Parkway/Centennial Boulevard intersection study to improve pedestrian safety		N/A	Study projects	Study projects
S-7	Centennial Boulevard - Mohawk Boulevard to Pioneer Parkway operational improvements study		N/A	Study projects	Study projects
S-8	Study safety and operational improvements in Mohawk Boulevard/Olympic Street/ 18th Street/Centennial triangle		N/A	Study projects	Study projects
S-9	Study a new bridge - Walnut Road/West D Street to Glenwood Boulevard/Franklin Boulevard intersection		N/A	Study projects	Study projects
S-10	Study Main Street/South A Street improvements - Mill Street to 21st Street		N/A	Study projects	Study projects
S-11	Refinement study for Glenwood industrial area		N/A	Study projects	Study projects
S-12	Pedestrian/bicycle bridge study between Glenwood and Dorris Ranch		N/A	Study projects	Study projects
S-13	Access plan study on Main Street between 21st Street and 48th Street		N/A	Study projects	Study projects
S-14	Study east-west connectivity between 28th Street and 32nd Street		N/A	Study projects	Study projects
S-15	Study a new crossing of OR 126 near Thurston High School		N/A	Study projects	Study projects
S-16	Connectivity study south of OR 126 and Jessica Street		N/A	Study projects	Study projects
S-17	Study street connectivity and traffic calming improvements in I-5/Harlow Rd/Laura St/Hwy 126 area.		N/A	Study projects	Study projects
T-1	Transit on Centennial Boulevard - I-5 to Mohawk Boulevard		N/A	Transit projects	Transit projects
T-2	Transit on Franklin Boulevard/Main Street/South A Street to OR 126/Main Street (east-west)		N/A	Transit projects	Transit projects

Project ID	Project Name	Project Description	Cost	List	Project Type
T-3	Transit on Franklin Boulevard and McVay Highway to 30th Avenue (north-south)		N/A	Transit projects	Transit projects
T-4	Transit on Mohawk Boulevard - Centennial Boulevard to 19th Street/Marcola Road to 28th StreetOlympic Street to Mohawk Boulevard		N/A	Transit projects	Transit projects
US-1	Game Farm Road South - Mallard Avenue to Harlow Road	Modify and expand Game Farm Road South with a cross-section to include sidewalks and bicycle facilities	~~4100000~~ $2,200,000	20-year projects: Priority projects	Urban standards
US-2	Laura Street - EWEB powerline corridor to Game Farm Road	Change Laura Street to a three-lane cross-section with sidewalks and bicycle facilities	N/A	Beyond 20 year projects	Urban standards
US-3	Aspen Street - Centennial Boulevard to West D Street	Change Aspen Street to a ~~three-lane~~ two-lane cross-section with sidewalks and bicycle facilities	~~2800000~~ $2,200,000	20-year projects: Priority projects	Urban standards
US-4	21st Street - D Street to Main Street	Modify 21st Street to a three-lane cross-section with sidewalks and bicycle facilities	$2,300,000	20-year projects: Priority projects	Urban standards
US-5	28th Street - Centennial Boulevard to Main Street	Change 28th Street to include sidewalks and bicycle facilities	$4,300,000	20-year projects: Priority projects	Urban standards
US-6	South 28th Street - Main Street to South F Street	Modify South 28th Street to a three-lane cross-section with sidewalks and bicycle facilities	$6,000,000	20-year projects: Priority projects	Urban standards
US-7	South 28th Street - South F Street to ~~UGB~~ South M Street	Modify South 28th Street to a three-lane cross-section with sidewalks and bicycle facilities	N/A	Beyond 20 year projects	Urban standards
US-8	35th Street - Olympic to Commercial Avenue	Change South 35th Street to a three-lane cross-section with sidewalks and bicycle facilities	N/A	~~Beyond 20 year projects~~ 20-year projects: Priority projects	Urban standards
US-9	Commercial Avenue - 35th to 42nd Street	Modify Commercial Avenue to a three-lane cross-section with sidewalks and bicycle facilities	N/A	~~Beyond 20 year projects~~ 20-year projects: Priority projects	Urban standards
US-10	36th Street - Commercial Avenue to Main Street	Change 36th Street to a three-lane cross-section with sidewalks and bicycle facilities	N/A	~~Beyond 20 year projects~~ 20-year projects: Priority projects	Urban standards
US-11	Clearwater Lane - south of Jasper Road within UGB	Modify and expand Clearwater Lane with a cross-section to include sidewalks and bicycle facilities	$470,000	20-year projects: Priority projects	Urban standards
US-12	Jasper Road - South 42nd Street to northwest of Mt. Vernon Road	Modify Jasper Road to a three-lane cross-section with sidewalks and bicycle facilities	N/A	Beyond 20 year projects	Urban standards
US-13	Bob Straub Parkway - Mt. Vernon Road to UGB	Change Bob Straub Parkway to a three-lane cross-section with sidewalks and bicycle facilities	N/A	Beyond 20 year projects	Urban standards
US-14	Thurston Road - Weaver Road to UGB	Change Thurston Road to a three-lane cross-section with sidewalks and bicycle facilities	$4,800,000	20-year projects: Priority projects	Urban standards
US-15	Main Street east of 72nd Street to UGB	Modify Main Street to a three-lane cross-section with sidewalks and bicycle facilities	N/A	Beyond 20 year projects	Urban standards
US-16	48th Street - Main Street to G Street	Upgrade to a two-lane urban facility. PB-55 is required to serve as sidewalk and bikeway.	~~1040000~~ $600,000	20-year projects: Priority projects	Urban standards
US-17	G Street - 48th Street to 52nd Street	Upgrade to a two-lane urban facility. PB-55 is required to serve as sidewalk and bikeway.	~~670000~~ $370,000	20-year projects: Priority projects	Urban standards
US-18	52nd Street - OR 126 to G Street	Upgrade to a two-lane urban facility. PB-55 is required to serve as sidewalk and bikeway.	~~430000~~ $250,000	20-year projects: Priority projects	Urban standards
US-19	Oakdale Ave - Pheasant Blvd to Game Farm Road	Modify Oakdale Ave to a two-lane cross-section with sidewalks and bicycle facilities	N/A	Beyond 20 year projects	Urban standards

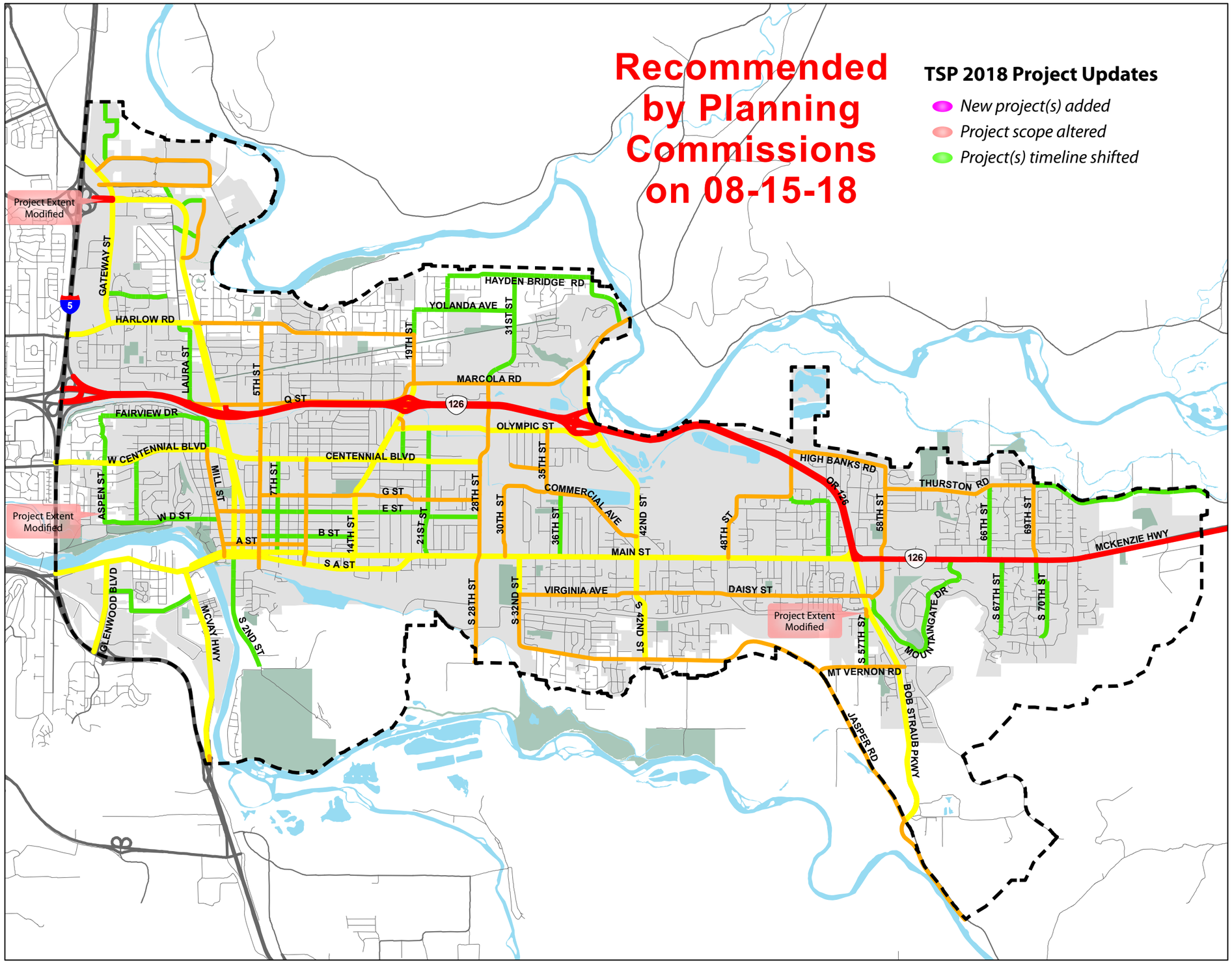


FIGURE 2
Functional Classification
Springfield TSP
Springfield, Oregon

Recommended by Planning Commissions on 08-15-18

TSP 2018 Project Updates

- *New project(s) added*
- *Project scope altered*
- *Project(s) timeline shifted*

New Project

New Projects

New Projects

Moved from Beyond 20-yr to Priority Project

Moved from Beyond 20-yr to Priority Projects

Moved from Beyond 20-yr to Priority Project

Project Extent Modified

Vicinity Map

Lincoln
Benton
Linn
Lane
Douglas
Coos
Klamath

Legend

- Roadway Project
- Roadway Project
- Roadway Project
- Urban Standards Project
- Pedestrian/Bike Off-Street Path Project
- Arterial
- Collector
- Urban Growth Boundary
- Water Body
- Willamalane Park & Recreation Property
- City Limits

Note: All new alignments are conceptual. Actual alignments will be determined during project development.

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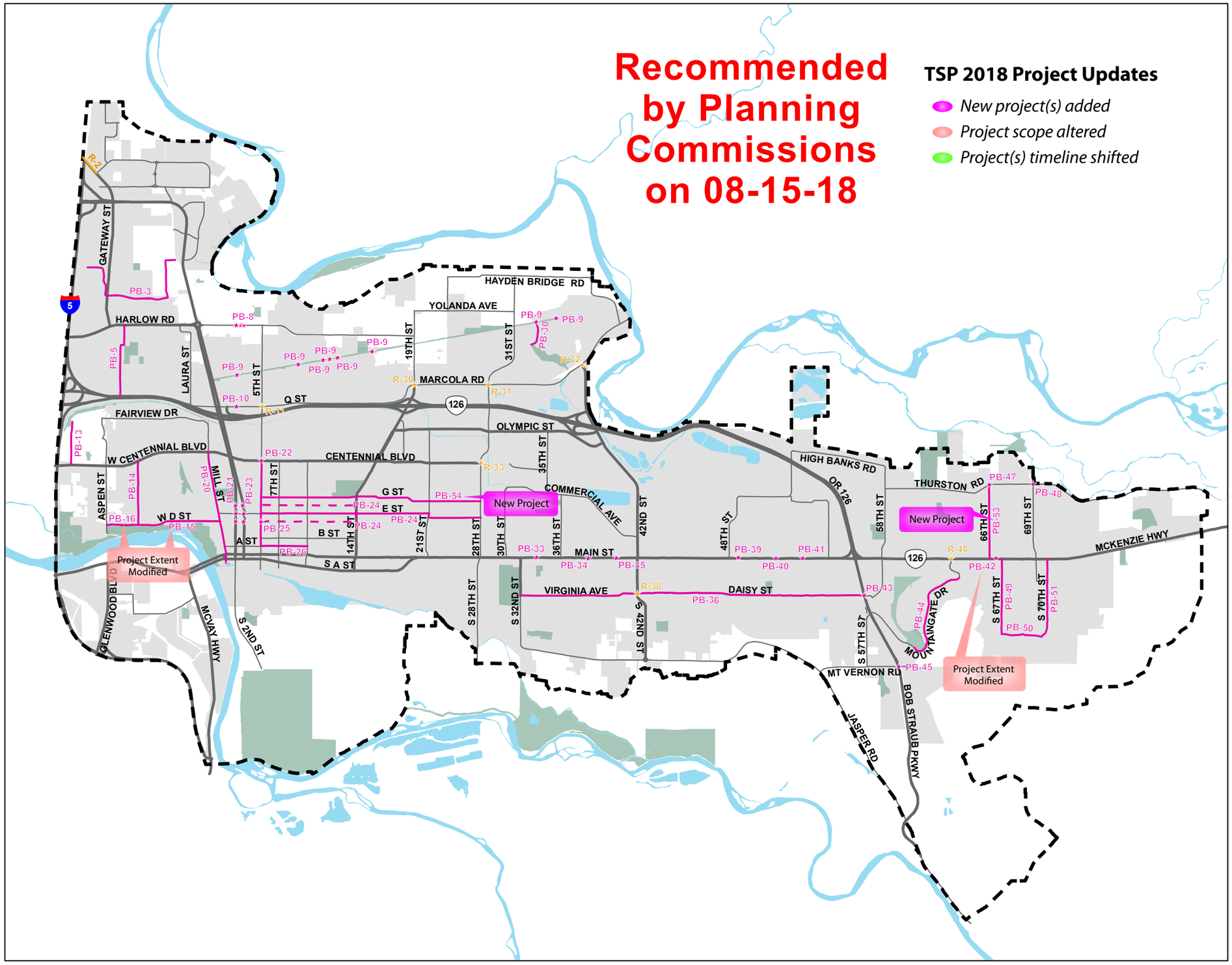
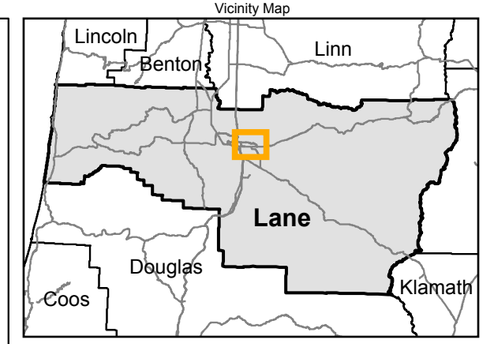
SPRINGFIELD OREGON

FIGURE 4
20-Year Improvement Projects: Priority Projects
Springfield TSP
Springfield, Oregon





Legend

- Roadway Project
- Roadway Project
- Pedestrian/Bike Project
- Pedestrian/Bike Project
- Pedestrian/Bike - Alternative Project
- Arterial
- Collector
- Urban Growth Boundary
- Water Body
- Willamalane Park & Recreation Property
- City Limits

Note: All new alignments are conceptual. Actual alignments will be determined during project development.

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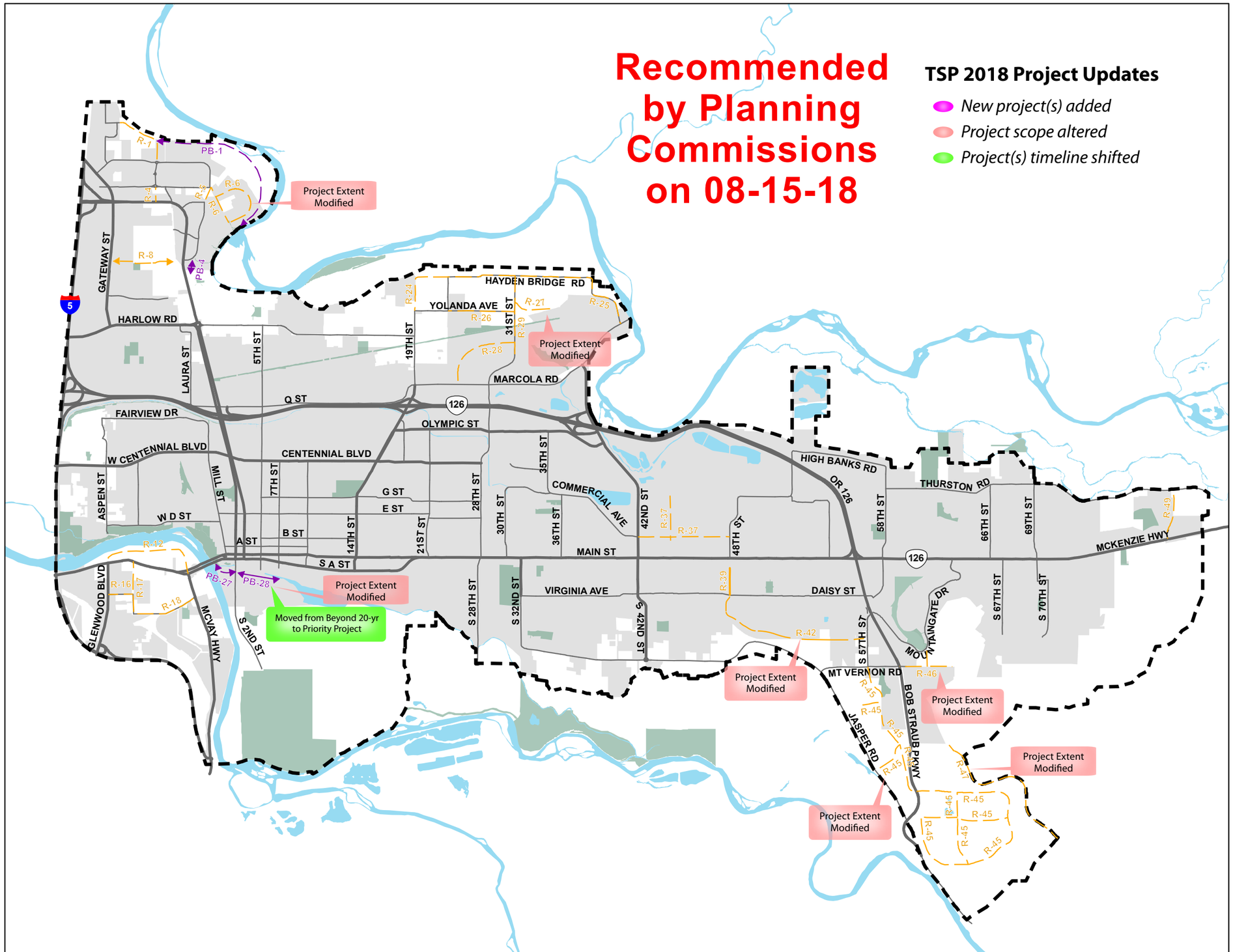
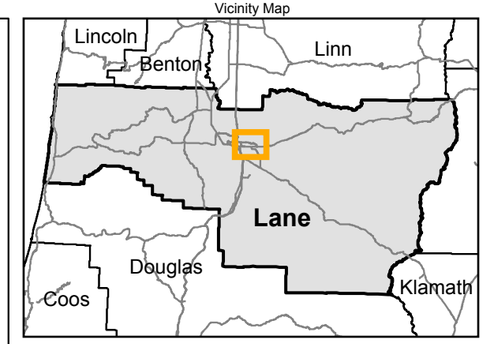
FIGURE 5
20-Year Improvement Projects: Opportunity Projects
Springfield TSP
Springfield, Oregon





Legend

- Conceptual Roadway Project
- Conceptual Pedestrian/Bike Off-Street Path Project
- Arterial
- Collector
- Urban Growth Boundary
- Water Body
- Willamalane Park & Recreation Property
- City Limits

Note: All new alignments are conceptual. Actual alignments will be determined during project development.

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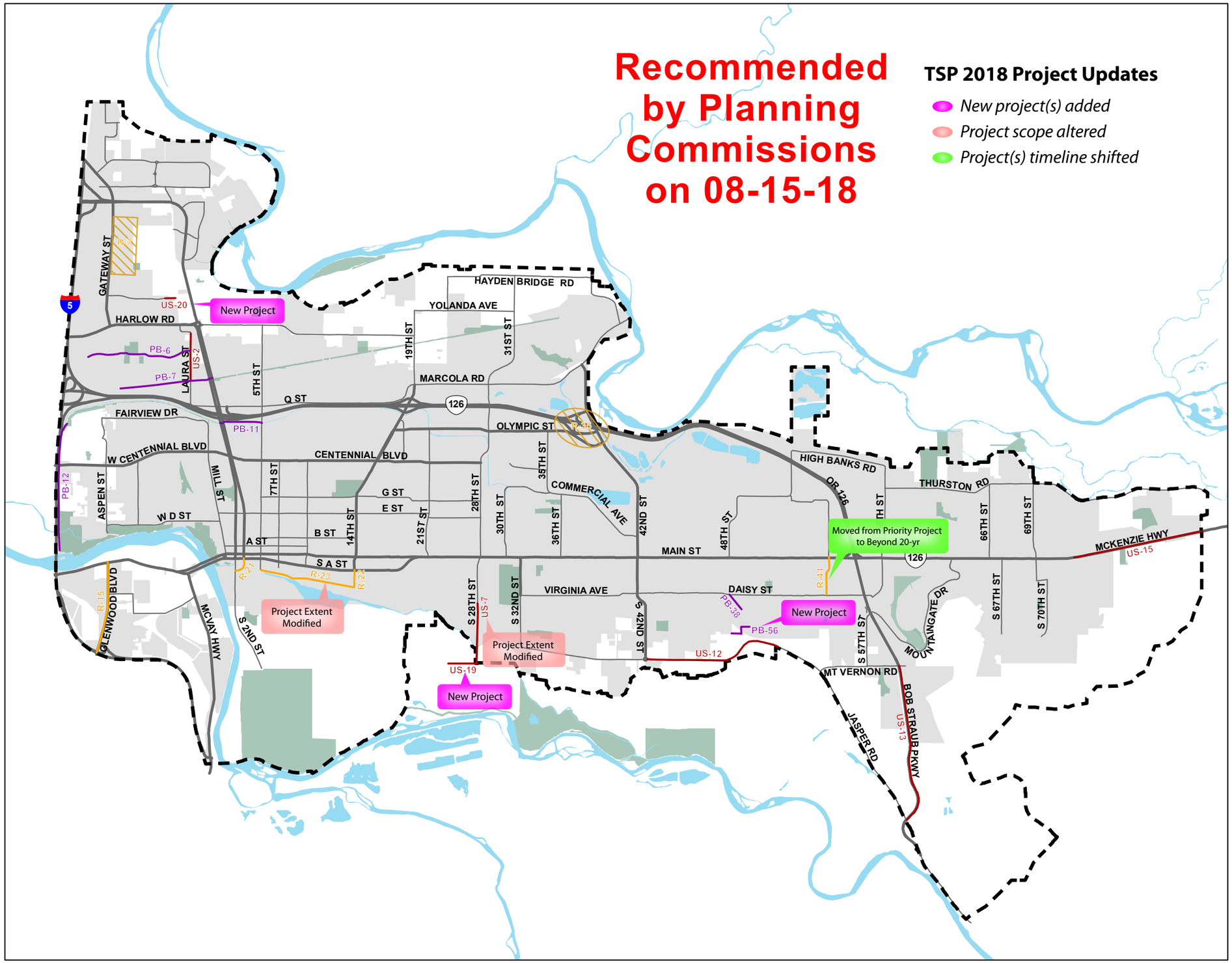
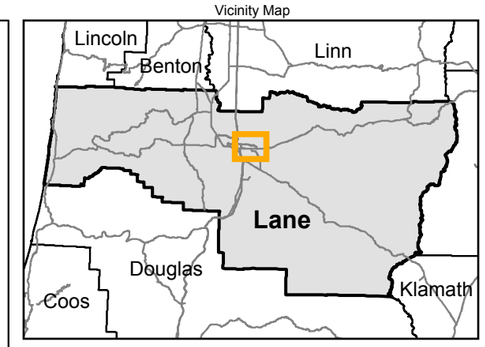
FIGURE 6
20-Year Improvement Projects: As Development Occurs
Springfield TSP
Springfield, Oregon

Recommended by Planning Commissions on 08-15-18

TSP 2018 Project Updates

- *New project(s) added*
- *Project scope altered*
- *Project(s) timeline shifted*





Legend

- Roadway Project
- Roadway Project
- Urban Standards Project
- Pedestrian/Bike Off-Street Path Project
- Arterial
- Collector
- Urban Growth Boundary
- Water Body
- Willamalane Park & Recreation Property
- City Limits

Note: All new alignments are conceptual. Actual alignments will be determined during project development.

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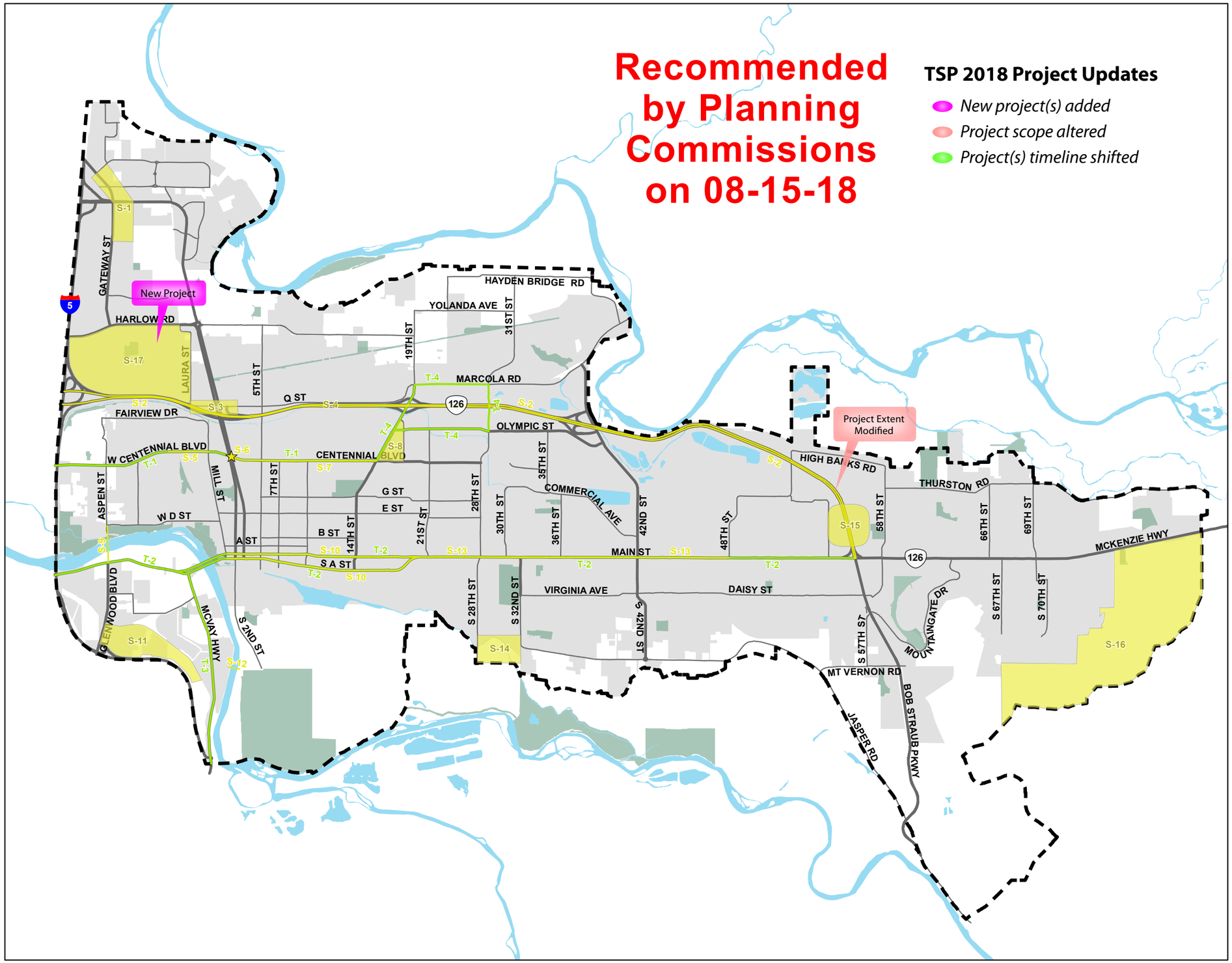
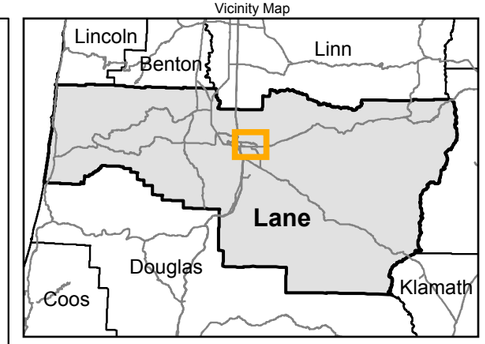
FIGURE 7
Beyond 20-Year Improvement Projects
Springfield TSP
Springfield, Oregon



Vicinity Map



Legend

- Study Projects
- Transit Project
- Arterial
- Collector
- Urban Growth Boundary
- Water Body
- Willamalane Park & Recreation Property
- City Limits

Note: All new alignments are conceptual. Actual alignments will be determined during project development.

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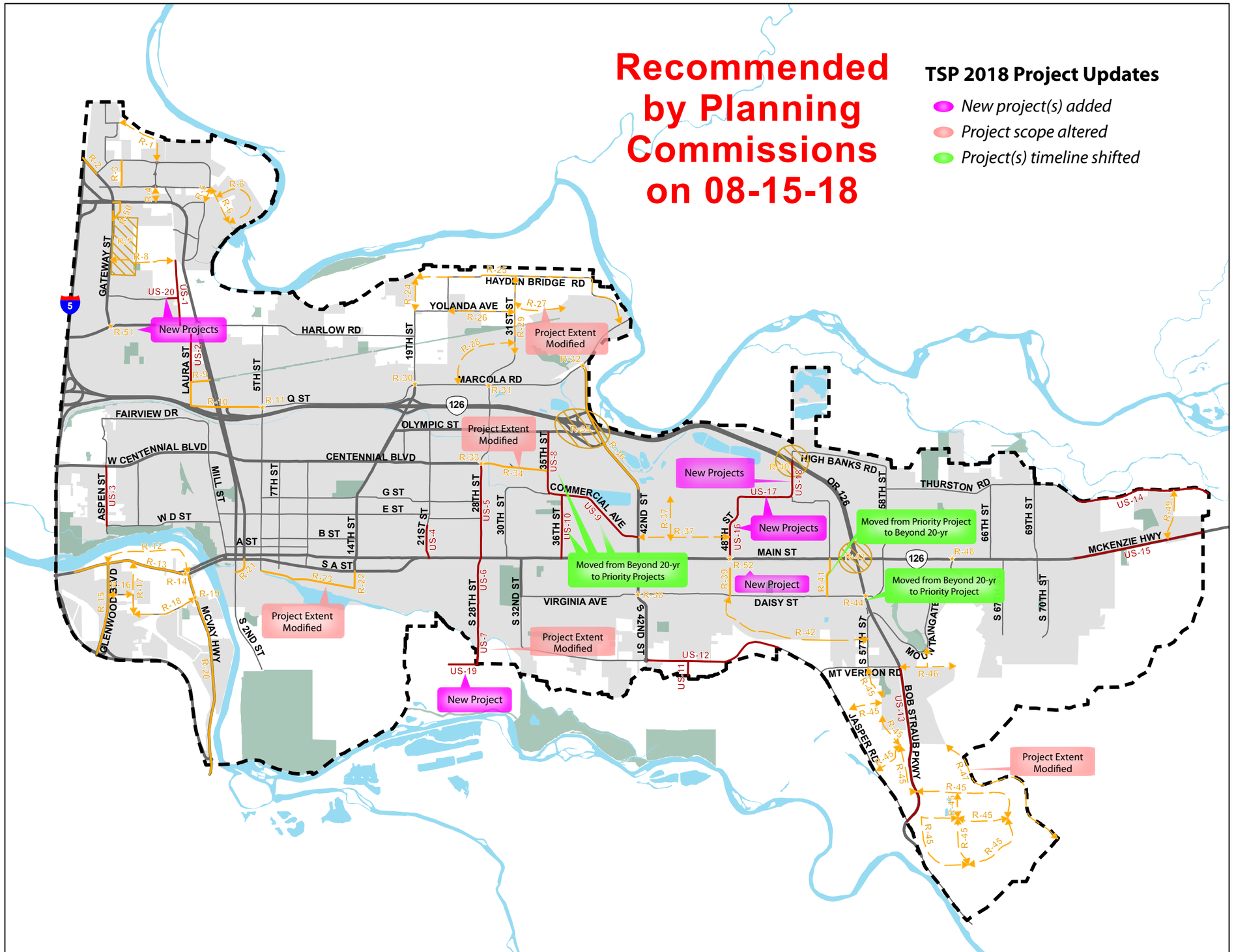
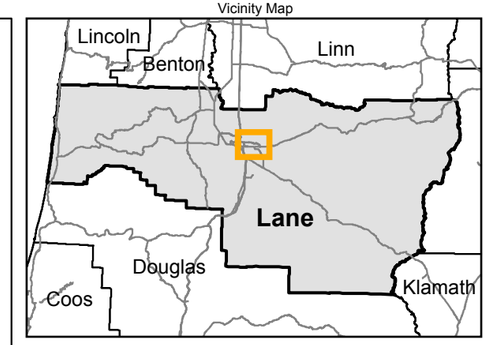
FIGURE 8
Transit and Study Projects
Springfield TSP
Springfield, Oregon





Legend

- Roadway Project
- Roadway Project
- Conceptual Roadway Project
- Roadway Project
- Urban Standards Project
- Arterial
- Collector
- Urban Growth Boundary
- Water Body
- Willamalane Park & Recreation Property
- City Limits

Note: All new alignments are conceptual. Actual alignments will be determined during project development.

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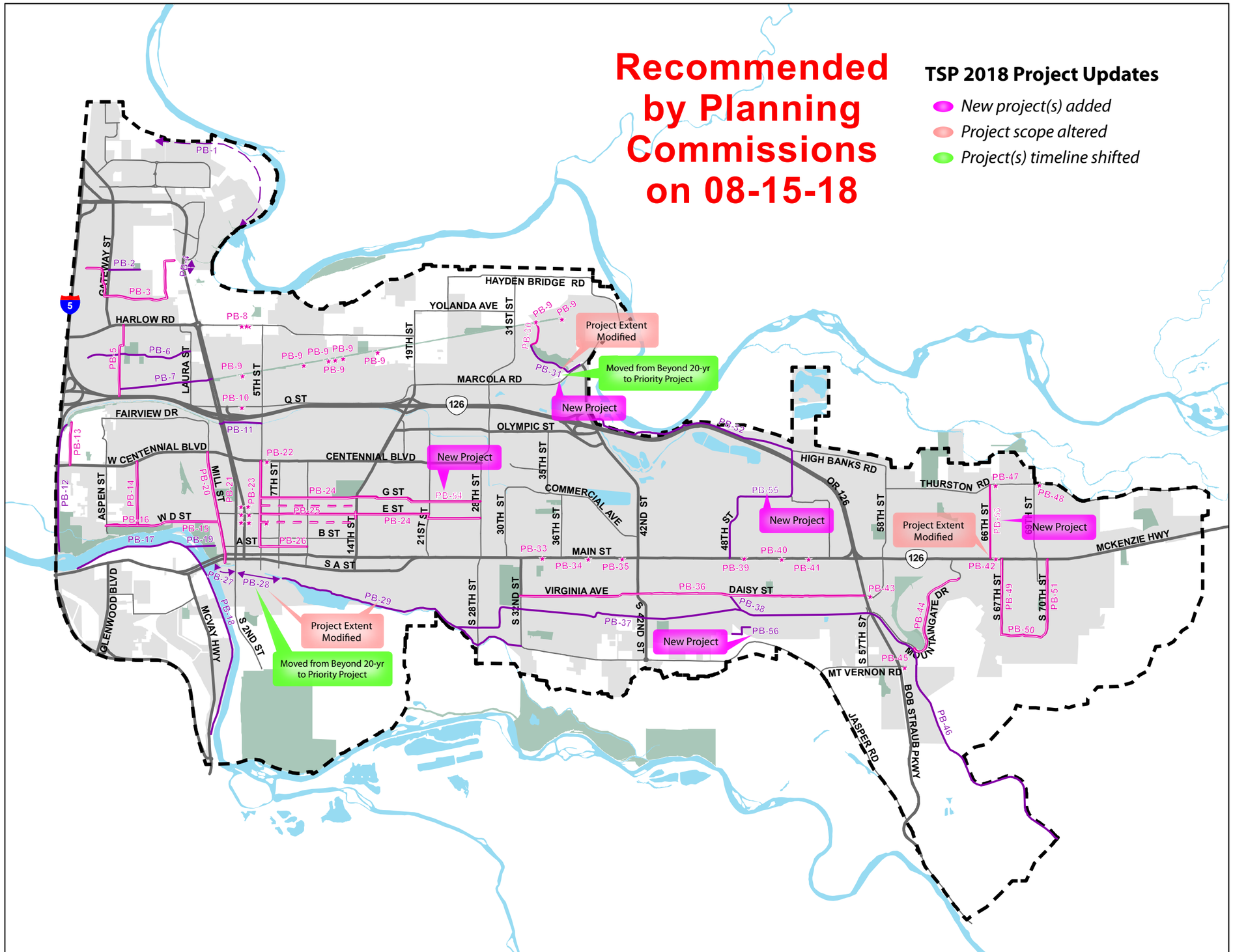
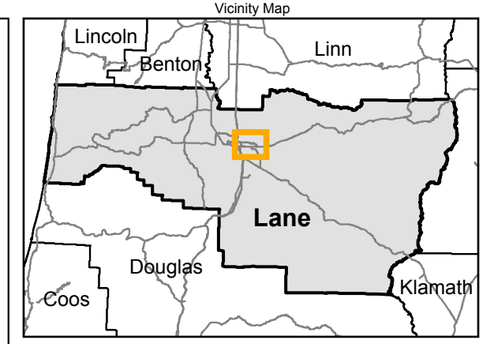
SPRINGFIELD OREGON

FIGURE 10
Recommended Roadway Network
Springfield TSP
Springfield, Oregon





Legend

- Pedestrian/Bike Project
- Pedestrian/Bike Project
- Pedestrian/Bike - Alternative Project
- Pedestrian/Bike - Off-Street Path Project
- Conceptual Pedestrian/Bike - Off-Street Path Project
- Arterial
- Collector
- Urban Growth Boundary
- Water Body
- Willamalane Park & Recreation Property
- City Limits

Note: All new alignments are conceptual. Actual alignments will be determined during project development.

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SPRINGFIELD OREGON

FIGURE 11
Recommended Pedestrian and Bicycle Network
Springfield TSP
Springfield, Oregon

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 Metro Plan and the Springfield TSP to add a Conceptual Street Map (CSM);
Amend the Springfield TSP project list and descriptions; and
Amend the Springfield Development Code (SDC) to implement the policies in the TSP, including adding a Local Street Network Map.

City of Springfield Case Number: 811-17-000165-TYP4 Development Code Amend.
811-17-000166-TYP4 Plan Amend.

Lane County Case Number: PA 1359

DLCD Notification Date: December 19, 2017

Joint City of Springfield and Lane County Planning Commissions Hearing: January 23 and February 6, 2018

Lane County Board 1st Reading: TBA

Joint City Council and Board of County Commissioners Hearing: TBA

I. EXECUTIVE SUMMARY PROJECT DESCRIPTION AND BACKGROUND

COMPONENTS

1. **Conceptual Street Map (CSM) – TSP Amendment and Land Use Regulation**
2. **Update TSP project list and figures – TSP Amendment**
3. **Code amendments to implement TSP – 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 Springfield Development Code (SDC) must be updated 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. These newly updated policies provide baseline direction for the revisions and updates to the Springfield Development Code (SDC) and the Springfield Engineering Design Standards and Procedures Manual (EDSPM).

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 proposed changes. The SDC revisions offer language to amend portions of the SDC furthering TSP implementation. In the attached code language (Exhibit A), existing language in relevant sections of the SDC is presented with proposed new text underlined. Suggested deleted text is shown in ~~strikethrough~~ format. All text changes are highlighted in yellow. Relevant TSP policies and implementation actions applicable to proposed Code changes are cited at the beginning of each Code section, along with explanatory staff commentary.

II. BACKGROUND

The progress of this proposed 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 City Council, and the Planning Commission.

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 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 proposed 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 proposed 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 proposed 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 proposed amendments may apply to unincorporated land within the Springfield UGB.

Finding: The proposed 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 9, 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, followed by a joint hearing before the Springfield City Council and Lane County Board of Commissioners on March 19, 2018. 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, including adopting the Local Street Network Map into 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).

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 proposed 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.

METRO PLAN AMENDMENT – APPROVAL CRITERIA

Springfield Development Code Section 5.14-135 and Lane County Code Section 12.225 list the criteria to be used in approving or denying the proposed Metro Plan amendment, which consists of amendments to the TSP project lists and figures and adopting the Conceptual Street Map as a component of the TSP with regard to arterials, collectors, and multi-use paths. The Lane County Board of Commissioners and the Springfield City Council must each adopt findings that demonstrate conformance to the applicable criteria:

(1) The amendment shall be consistent with the relevant Statewide planning goals; and
(2) Adoption of the amendment shall not make the Metro Plan internally inconsistent.

METRO PLAN AMENDMENT
CRITERION #1: SDC 5.14-135 A., and LANE CODE 12.225 (1); CONSISTENCY WITH RELEVANT STATEWIDE PLANNING GOALS

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

Finding: 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.

Finding: The proposed Metro Plan amendment is being undertaken to amend the TSP project lists and adopt the Conceptual Street Map in a manner consistent with adopted policies and citizen values that were established through the adoption of the TSP in 2014. The amendments are being processed through as a Type II Metro Plan amendment, which requires any applicable statewide planning goals, federal or state statutes or regulations, Metro Plan regulations, comprehensive plan policies, and City's implementing ordinances be addressed as part of the decision-making process. All noticing requirements have been met. All applicable review criteria have been addressed within this staff report. The process of the development of these amendments followed the mandates of Goal 2 by identifying the issues to be addressed – implementation of adopted, acknowledged transportation plan policies; collecting and analyzing data and records of past measures and strategies designed to implement the Regional Transportation System Plan; crafting alternative proposals based on this record and research to determine feasibility and practicable application of alternative implementation measures; selecting the most efficient and effective proposals that also maintained plan continuity and compliance with the Metro Plan and TSP. Therefore, the requirements of Goal 2 have been met.

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 this proposed amendment.

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 proposed amendments do not alter the City's acknowledged Goal 5 inventories or land use programs. No changes will occur to current natural resource protections. Individual transportation project impacts are required to conduct a Goal 5 analysis during each project development phase. As a result, the proposed 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 proposed amendments do not alter the City's acknowledged land use programs regarding water quality and flood management protections. The Springfield 2035 Transportation System Plan was developed following the rules and guidance found in Oregon Revised Statute 660-012 and the Central Lane MPO Regional Transportation Plan (RTP). Both outline strategies for decreasing vehicle miles traveled and single-occupancy vehicle trips, which are intended to help improve air quality in the Central Lane MPO Area. The proposed amendments do not alter these policies within the TSP. As a result, the proposed 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 proposed amendments do not alter the City's acknowledged land use programs regarding potential landslide areas and flood management protections.

The City is currently a participant in the National Flood Insurance Program administered by the Federal Emergency Management Agency. The proposed amendments do not alter the City's participation. As a result, the proposed amendments meet the requirements of Goal 7.

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 proposed TSP amendments include facility improvements, both on-street and off-street, intended to provide improved connectivity for pedestrians and bicyclists. The anticipated off-street improvements were coordinated with Willamalane Park and Recreation District's updated Parks Master Plan and will provide improved access to a variety of destinations within the planning area. The TSP amendments, including the Conceptual Street Map, include some individual off-street path projects, such as the Glenwood Riverfront Path, that meet a recreational need in addition to a transportation need. The proposed TSP 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 City is currently in compliance with Goal 9. The adoption of the Springfield 2035 Transportation System Plan did not alter the City's compliance with Goal 9. The proposed amendments do not alter adopted TSP policies to provide a multi-modal transportation system to meet the needs of the community into the future, including accommodating economic growth. The proposed 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 City is currently in compliance with Goal 10. The adoption of the Springfield 2035 Transportation System Plan did not alter the City's compliance with Goal 10. The proposed amendments do not alter the adopted TSP policies to provide a multi-modal transportation system to meet the needs of the community into the future, including accommodating its housing needs. The proposed amendments are 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 City is currently in compliance with Goal 11 through its acknowledged Comprehensive Plan. This includes an adopted Transportation System Plan, the Springfield 2035 Transportation System Plan. The proposed amendments do not alter the policies in the adopted TSP for providing timely, orderly, and efficient public facilities and services. Additionally, adoption of the Conceptual Street Map enable infrastructure planning and construction to proceed as identified in the PFSP project lists as these as-yet dedicated and constructed streets also provide infrastructure corridors for planned stormwater, sanitary

sewer, water and electricity facilities. As a result, the proposed amendments are in compliance with Goal 11.

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

Finding: The City is currently in compliance with Goal 12 and the Central Lane Regional Transportation Plan (RTP) through its acknowledged Comprehensive Plan (i.e. Metro Plan) and the Central Lane Regional Transportation System Plan as required by Oregon Administrative Rule 660-012 (Transportation Planning Rule). The proposed amendments to the Springfield 2035 Transportation System Plan add a Conceptual Street Map and update the TSP project list and figures, which is being amended following the requirements of the Transportation Planning Rule. As a result, the proposed amendments are in compliance with Goal 12. The table below provides specific findings discussing compliance with individual sections of the TPR.

TPR Requirements	**Springfield TSP Compliance**
660-012-0015 Preparation and Coordination of TSPs	
(3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:	
(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;	The Transportation planning toolbox (Chapter 4) and the Transportation Plan (Chapter 5) include facilities and services to meet identified transportation needs. Needs are identified in Volume 3 Appendix C, No Build Analyses and Volume 3 Appendix D, 20-year Needs Analysis. The proposed amendments update the project lists in Chapter 5 of the adopted TSP consistently with the needs identified in Volume 3.
(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.	The Stakeholder Sounding Board (SSB) and Technical Review Team (TRT) included a wide range of stakeholders and representatives from City of Springfield, ODOT, LCOG, LTD, Willamalane Park and Recreation District, Springfield Utility Board, University of Oregon, City of Eugene, and Lane County.
(6) Mass transit, transportation, airport, and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry	The TRT included representatives from Lane Transit District (LTD).

out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.	
660-012-0016 Coordination with Federally-Required Regional Transportation Plans in Metropolitan Areas	
(1) In metropolitan areas, local governments shall prepare, adopt, amend and update transportation system plans required by this division in coordination with regional transportation plans (RTPs) prepared by MPOs required by federal law. Insofar as possible, regional transportation system plans for metropolitan areas shall be accomplished through a single coordinated process that complies with the applicable requirements of federal law and this division. Nothing in this rule is intended to make adoption or amendment of a regional transportation plan by a metropolitan planning organization a land use decision under Oregon law.	The City of Springfield has been a part of LCOG's Regional Transportation Plan (RTP) Process. The proposed amendments are consistent with the 2040 RTP adopted in 2016.
660-012-0020 Elements of TSPs	
(2) The TSP Shall include the following elements (a) A determination of transportation needs as provided in OAR 660-012-0030	The proposed amendments to do not alter and are consistent with the transportation needs included in Appendix C, No Build Analysis and Appendix D, 20-year Needs Analyses.
(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSPs and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials	The Conceptual Street Map is being adopted as the TSP's road plan for arterials and collectors and is consistent with the functional classifications in the RTP. The Conceptual Street Map also includes off-street multiuse path projects to provide for safe and convenient bike and pedestrian circulation. The proposed TSP project list amendments do not alter the adopted TSP policies that provide standards for the layout of local streets including extensions of existing streets, connections to existing or planned streets, or connections to neighborhood destinations planned within the 20-year TSP timeline. The Conceptual Street Map's

and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address: (A) Extensions of existing streets (B) Connections to existing or planned streets, including arterials and collectors; and (C) Connections to neighborhood destinations.	depiction of local streets and associated development code amendments will implement these standards.
(c) A public transportation plan which: (A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies; (B) Describes intercity bus and passenger rail service and identifies the location of terminals; (C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.	The proposed amendments do not alter the adopted multimodal improvement projects in Chapter 5 that include planned transit lines and stops.
(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes	The proposed amendments do not alter the adopted transportation planning toolbox in

throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;	Chapter 4 that provides for enhancing and increasing non-auto travel modes for bicycle and pedestrian route networks. The proposed amendments include amendments to multi-modal improvement projects in Chapter 5 to enhance the bicycle and pedestrian network routes in the City.
(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;	The proposed amendments do not alter the adopted projects in Chapter 5 that include rail, air, pipeline, and surface water transportation plans.
(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;	The proposed amendments do not alter the Chapter 4 Transportation Planning Toolbox that includes Transportation System Management and Demand Management sections.
(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c)	The proposed amendments do not alter the adopted TSP Goals and Policies regarding parking in chapter 2.
(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;	The proposed TSP amendments do not alter the adopted TSP Implementation and Policy language.
(i) For areas within an urban growth boundary containing a population greater than 2,500 persons, a transportation financing program as provided in OAR 660-012-0040.	Chapter 6, Funding and Implementation includes the estimated revenue stream and a comparison of the cost of the 20 year needs, along with potential funding sources. The proposed TSP project list amendments update the project cost estimates, but do not alter the estimated revenue stream of potential funding sources.
(3) Each element identified in subsections (2)(b)–(d) of this rule shall contain: (a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition: (A) The transportation capacity analysis shall include information on: (i) The capacities of existing and committed	The proposed amendments do not alter the adopted inventory and general assessment of existing and committed transportation facilities and services in Volume 3, Appendices B and C.

facilities; (ii) The degree to which those capacities have been reached or surpassed on existing facilities; and (iii) The assumptions upon which these capacities are based. (B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency; (C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).	
(3)(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;	The proposed amendments to the project lists in Chapter 5 include descriptions of the projects to be amended.
(3)(c) A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right of way width and the number and size of lanes, and any other additional description that is appropriate	The proposed amendments to the project lists and figures in Chapter 5 and the Conceptual Street Map show general locations of proposed roadways and other transportation improvements. Facility parameters are provided in the project description or will be determined through application of the Springfield Development Code's minimum standards for right of way and paving width by functional classification that are proposed in this application to implement the TSP.
(3)(d) Identification of the provider of each transportation facility or service.	Chapter 5 of the TSP identifies the provider of each type of planned facility or service.
660-012-0025 Complying with the Goals in Preparing TSPs	

(1) Except as provided in section (3) of this rule, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode, and general location.	The proposed amendments are being processed by the City as a Type IV legislative land use decision.
(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.	Specific findings are contained in this Staff Report.
660-012-0030 Determination of Transportation Needs	
(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including: (a) State, regional, and local transportation needs; (b) Needs of the transportation disadvantaged; (c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR chapter 660, division 9 and Goal 9 (Economic Development). (2) Counties or MPO's preparing regional TSP's shall rely on the analysis of state transportation needs in adopted elements of the state TSP. Local governments preparing local TSP's shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSP's. (3) Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon: (a) Population and employment forecasts and distributions that are consistent with the acknowledged comprehensive plan, including those policies that implement Goal 14. Forecasts and distributions shall be for 20 years and, if desired, for longer periods; and	The proposed amendments do not alter the determination of transportation needs adopted in Volume 3, Appendices B, C, and D. The proposed amendments do not alter the TSP's acknowledged compliance with this rule.

(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile. (4) In MPO areas, calculation of local and regional transportation needs also shall be based upon accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.	
660-012-0035 Evaluation and Selection of Transportation System Alternatives	
(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:	The proposed amendments are consistent with and do not alter the adopted Alternatives Evaluation Process in Volume 3, Appendix E, that includes consideration and evaluation of potential impacts of system alternatives.
(a) Improvements to existing facilities or services;	Improvements to existing facilities and services were considered before new facilities, and are high priorities in this TSP for all modal elements.
(b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;	New facilities proposed in these amendments and changes to new facilities already adopted in the TSP were evaluated based on their ability to include all modes or combinations of travel modes to meet identified transportation needs.
(c) Transportation system management measures;	The proposed amendments do not alter the adopted Transportation System Management measures in the Chapter 4 Transportation Planning Toolbox.
(d) Demand management measures	The proposed amendments do not alter the adopted Transportation Demand Management measures in Chapter 4 Transportation Planning Toolbox.
(e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.	The proposed amendments do not alter the adopted No Build Analyses in Volume 3, Appendix C.
(3) The following standards shall be used to evaluate and select alternatives:	
(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in	The proposed amendments do not alter the No Build Analyses in Volume 3, Appendix C or the 20-year needs analyses in Appendix D, which document the anticipated land uses and

the acknowledged comprehensive plan;	the TSP projects including consideration of these land uses in determining an appropriate transportation system.
(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;	The proposed amendments do not alter adopted TSP policies that support modes other than the single-occupancy vehicle to help reduce transportation related air-quality impacts. The proposed TSP amendments and Conceptual Street Map include consideration for environmental and ecological impacts, such as nearby wetlands, which informed facility type and alignment decisions.
(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;	The proposed TSP amendments and Conceptual Street Map include consideration for minimizing economic, social, environmental, and energy consequences.
(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and	The proposed TSP amendments and Conceptual Street Map include an evaluation of projects for ability to minimize conflicts and facilitate connections between transportation modes.
(e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in section (4) of this rule.	The proposed TSP amendments do not alter the adopted multimodal transit projects, and increase the bicycle and pedestrian multi-modal project ideas to further increase transportation choices and reduce reliance on the automobile.
(4) In MPO areas, regional and local TSPs shall be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. Adopted standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that increase transportation choices and reduce reliance on the automobile. It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.	The proposed amendments do not alter the adopted TSP or RTP standards for increasing transportation choices and reducing reliance on the automobile. The proposed amendments to the TSP project lists include amendments to multimodal projects to further increase transportation choices to reduce reliance on the automobile.
(7) Regional and local TSPs shall include	The proposed amendments do not alter any

benchmarks to assure satisfactory progress towards meeting the approved standard or standards adopted pursuant to this rule at regular intervals over the planning period. MPOs and local governments shall evaluate progress in meeting benchmarks at each update of the regional transportation plan. Where benchmarks are not met, the relevant TSP shall be amended to include new or additional efforts adequate to meet the requirements of this rule.	benchmarks adopted in the TSP or the RTP.
660-012-0040 Transportation Financing Program	
(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.	The proposed TSP project list amendments update the cost estimates for amended projects but do not significantly alter the financing plan included in Volume 2, Detailed Cost Estimates and Funding Analyses.
(2) A transportation financing program shall include the items listed in (a)-(d):	
(a) A list of planned transportation facilities and major improvements;	The proposed TSP amendments include updates to the list of planned transportation facilities and major improvements in the multimodal improvement projects section in Chapter 5.
(b) A general estimate of the timing for planned transportation facilities and major improvements;	The proposed TSP amendments to Chapter 5 continue to organize the multimodal improvements into general time frames.
(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and	The proposed TSP project list amendments to Chapter 5 include updates to the rough cost estimates for new or amended projects.
(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)-(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes.	Per the findings in 660-012-0035(4) and (7), the proposed amendments do not alter and are consistent with the adopted needs, projects, and policies in the Springfield TSP.
(3) The determination of rough cost estimates is	The proposed TSP amendments do not alter the

intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.	20-year estimated revenue stream or potential funding sources identified in Chapter 6.
(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.	The proposed TSP amendments include the ability to phase, and are consistent with the evaluation criteria used to select future transportation projects provided in Volume II, Appendix E.

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 City is currently in compliance with Goal 13 through its acknowledged Comprehensive Plan. The proposed amendments to the City of Springfield 2035 Transportation System Plan do not alter the City's compliance with Goal 13. The TSP provides direction for the City regarding transportation improvements, including strategies to reduce vehicle miles traveled and single occupancy vehicle trips. Included in the TSP is direction to plan, fund, and develop a multi-modal transportation system that meets the needs of the community and region. The proposed TSP amendments include facility improvements, both on-street and off-street, intended to provide improved connectivity for pedestrians and bicyclists. The facilities will provide improved access to a variety of destinations within the planning area. The Springfield 2035 Transportation System Plan also 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. As a result, the proposed amendments are consistent with this goal.

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.

Findings: On December 5, 2016, the City adopted Ordinance 6361, amending the Springfield urban growth boundary to include additional land for industrial and commercial employment and for parks and open space, but has yet to be acknowledged by LCDC. If acknowledged, the TSP will be revised at a later date to provide for transportation system improvements intended to serve these expansion areas. The proposed TSP amendments, including the Conceptual Street Map, only affect the acknowledged urban growth boundary at the time the project was initiated and is therefore consistent.

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: Nearly all of projects in the Springfield 2035 Transportation System Plan are located outside of the Willamette River Greenway area. As required by Goal 15 and implemented through the City's adopted and acknowledged Willamette Greenway Overlay District standards, individual transportation projects that are located in the Willamette River Greenway are required to conduct an individual analysis of Goal 15 compliance during the project development phase of work. The proposed amendments implement and are consistent with the adopted TSP and therefore are consistent with this goal.

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 proposed amendments.

CONCLUSION: Based on the analysis above, the proposed Metro Plan amendment is consistent with the applicable Statewide Planning Goals. SDC 5.14-135 Criteria A is met.

METRO PLAN AMENDMENT
CRITERION #2: SDC 5.14-135 B., and LANE CODE 12.225 (2); Adoption of the amendment shall not make the Metro Plan internally inconsistent

Finding: The Springfield TSP element of the Metro Plan is being amended to adopt the Conceptual Street Map and update the project list and figures in Chapter 5. Both these items are consistent with the Metro Plan. The proposed amendments to the TSP project lists and figures are consistent with the adopted goals and policies in the TSP. Chapter 2, Policy 3.1 of the TSP directs the City to adopt and maintain the Conceptual Street Map. The street alignments and classifications depicted on the Conceptual Street Map are consistent with the TSP projects identified in Chapter 5, or amendments are proposed to the project list to provide consistency.

Finding: Chapter III of the Metro Plan contains eleven specific elements that address a comprehensive list of topics, including: (A) Residential Land Use and Housing Element; (B) Economic Element; (C) Environmental Resources Element; (D) Willamette River Greenway, River Corridors, and Waterways Element; (E) Environmental Design Element; (F) Transportation Element; (G) Public Facilities and Services Element; (H) Parks and Recreation Facilities Element; (I) Historic Preservation Element; (J) Energy Element; and (K) Citizen Involvement Element. The goals and policies of the TSP were found to be consistent with the policies of the Metro Plan and Springfield Comprehensive Plan for each element noted above when

the TSP was adopted in 2014. The proposed amendments to the TSP project lists and figures do not alter these adopted TSP goals and policies.

Finding:

A. Metro Plan Residential Land Use and Housing Element

On June 20th 2011, the City of Springfield Council adopted Ordinance 6268 amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) to adopt the Springfield 2030 Refinement Plan Residential Land Use and Housing Element and the Springfield Residential Land and Housing Needs Analysis. This Residential Land Use and Housing Element and Residential Land and Housing Needs Analysis contains the following relevant housing policies related to the Springfield 2035 Springfield TSP: H.3, H.5, H.10, H.13.

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

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

H.10 Through the updating of development of each neighborhood refinement plan, district plans or specific area plan, amend land use plans to increase development opportunities for quality affordable housing in locations served by existing and planned frequent transit service that provides access to employment centers, shopping, health care, civic, recreational and cultural services.

H.13 Promote housing development and affordability in coordination with transit plans and in proximity to transit stations.

In addition to the above stated Metro Plan housing policies, the Springfield 2030 Refinement Plan Residential Land Use and Housing Element and the Springfield Residential Land and Housing Needs Analysis contains land use efficiency measures which were considered and incorporated early and often into the buildable lands analyses. Some examples of these efficiency measures include, but are not limited to:

- Encourage more infill and redevelopment;
- Encourage more development of urban centers and urban villages (Nodal Development);
- Allow more mixed-use development;
- Encourage more transit-oriented design;
- Continue efforts to revitalize Downtown.

The Springfield 2035 TSP contains multiple goals and polices which support the above stated housing policies and land use efficiency measures. These TSP policies include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.

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

- Goal 3: System Design: Enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices.

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

- 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.

- 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.

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

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Metro Plan policies. The proposed amendments to the TSP project list and the adoption of the Conceptual Street Map will further support and enhance the Metro Plan's Residential Land Use and Housing Element through strengthening multi-modal connections, enhancing bike, pedestrian and transit facilities and target multi-modal infrastructure in higher density, mixed use areas throughout Springfield. The proposed amendments are consistent with this Metro Plan Element.

<u>Finding</u>:

B. Metro Plan Economic Element

On December 5, 2016, the City of Springfield Council adopted Ordinance 6361 amending the Eugene-Springfield Metropolitan Area General Plan (Metro Plan) to adopt the Springfield 2030 Economic policy element. This Element is still pending acknowledgement by LCDC. This Economic Element contains the following relevant policies and implementation strategies related to implementing the Springfield 2035 TSP:

Goal EG-1: Broaden, improve, and diversify the state and regional economy, and the Springfield economy in particular, while maintaining or enhancing environmental quality and Springfield's natural heritage.

Policy E.4: Expand industrial site opportunities by evaluating and rezoning commercial, residential, and industrial land for the best economic return for the community through the process of City refinement planning, review of owner-initiated land use proposals, expanding the urban growth boundary, and other means.

Implementation Strategy 4.6: Increase opportunities for siting employment centers where they can be efficiently served by multiple modes of transportation.

Goal EG-3: Strengthen and maintain strong, connected employment centers and economic corridors to support small, medium, and large businesses.

Policy E.18: Coordinate transportation and land use corridor planning to include design elements that support Springfield's economic and community development policies and contribute to community diversity and inclusivity.

Implementation Strategy 18.3: Establish preferred design concepts for key intersections along the corridor that integrate vehicle, pedestrian, bicycle and transit needs.

Goal EG-5d: Be prepared—Contribute to development of the region's physical, social, educational, and workforce infrastructure to meet the needs of tomorrow.

Policy E.38: Strengthen the coordination between infrastructure, planning and investments, land use, and economic development goals to prepare land and physical infrastructure, in a timely fashion, that is necessary to support business development and stimulate quality job creation.

Policy E.39: Provide adequate infrastructure efficiently and distribute cost fairly.

Policy E.40: Provide the services, infrastructure, and land needed to attract the identified industry clusters, especially where they can increase economic connectivity among businesses.

Implementation Strategy 40.1: Coordinate capital improvement planning with land use and transportation planning to coincide with Springfield's Economic Element.

Implementation Strategy 40.2: Provide the necessary public facilities and services as funds become available to foster economic development.

Implementation Strategy 40.4: Ensure that public private development agreements are in effect prior to financing public improvements to ensure cost recovery.

Implementation Strategy 40.5: Explore alternative funding mechanisms in addition to debt service that provide timely completion of 'connecting' public facilities (e.g. an unpaved block of a street or missing sections of sewer line).

Implementation Strategy 40.7: Continue to seek funding opportunities and public-private partnerships to construct key urban infrastructure elements that support pedestrian and transit-friendly redevelopment in

Glenwood and Downtown, such as the Franklin multiway boulevard in Glenwood and enhancements to the Main Street/South A couplet through Downtown.

Policy E.43: Promote and build on the region's transportation, distribution, and logistics advantages.

Goal E-7: Make development decisions predictable, fair, and cost-effective.

Policy E.47: Enhance, maintain, and market Springfield's reputation for: rapid processing of permits and applications, maintaining City agreements and commitments, and providing developers with certainty and flexibility in the development process.

Implementation Strategy 47.1: Continually improve development permitting processes to remove regulatory impediments to redevelopment as practical, provide efficient streamlining of permitting processes, create incentives for redevelopment, and provide flexible design standards (clear and objective track plus discretionary track) to build on the community's strong reputation as a friendly, welcoming and business-friendly city.

Aside from the new Economic Element discussed above, the preexisting Economic Element of the Metro Plan also addresses the economic needs of current and future residents of the metropolitan area. The overarching economic goal of the Metro Plan Element is to, "Broaden, improve, and diversify the metropolitan economy while maintaining or enhancing the environment."

The Economic Element of the Metro Plan contains the following relevant economic policies related to the Springfield 2035 Springfield TSP: B.17, B.18, and B.19.

B.17 Improve land availability for industries dependent on rail access.

B.18 Encourage the development of transportation facilities which would improve access to industrial and commercial areas and improve freight movement capabilities by implementing the policies and projects in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) and the Eugene Airport Master Plan.

B.19 Local jurisdictions will encourage the allocation of funds to improve transportation access to key industrial sites or areas through capital budgets and priorities.

The Springfield 2035 TSP contains multiple goals and polices which support these economic policies. These TSP policies include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.
- Policy 1.1: Manage Springfield's street, bike, pedestrian, rail, and transit system to facilitate economic growth of existing and future businesses in Springfield (NOTE Action #1 – When evaluating needed roadway improvements, consider the economic viability of existing commercial and industrial areas).

- Policy 2.2: Manage traffic operation systems for efficient freight and goods movement along designated freight, truck, and rail routes in Springfield (NOTE Action #2 – Coordinate with rail providers to improve at-grade rail crossing treatments to improve traffic flow and manage conflict points; create grade-separated rail crossings when possible).
- Policy 2.6: Manage the on-street parking system to preserve adequate capacity and turnover for surrounding land uses.
- 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.
- Goal 3: System Design – Enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices.
- Policy 3.2: Expand and enhance Springfield's bikeway system and provide bicycle system support facilities to both new development and redevelopment / expansion.
- 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.
- Policy 3.9: Support provision of rail-related infrastructure improvements as part of the Cascadia High-Speed Rail Corridor project.
- Policy 4.1: Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in the Springfield 2035 TSP.

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Metro Plan economic policies. The proposed amendments to the TSP project list and the adoption of the Conceptual Street Map are consistent with these adopted policies and will further support and enhance the Economic Element through strengthening freight mobility and further supporting freight infrastructure. The implementation of the TSP will help provide a greater range of transportation options for businesses and employees. Implementation of the supporting policies listed above will enhance the on and off-street parking system to promote economic development. The proposed amendments are consistent with this Metro Plan Element.

<u>Finding</u>:

C. Environmental Resources Element

The Environmental Resources Element addresses the natural assets and hazards in the metropolitan area. The policies of this element emphasize reducing urban impacts on wetlands throughout the metropolitan area and planning for the natural assets and constraints on undeveloped lands on the urban fringe.

The Environmental Resources Element of the Metro Plan contains the following relevant policies related to the implementation of the Springfield 2035 Springfield TSP: C.8, C.22, C.23 and C.24.

C.8 Local governments shall develop plans and programs which carefully manage development on hillsides and in water bodies, and restrict development in wetlands in order to prevent erosion and protect the scenic quality, surface water and groundwater quality, forest values, vegetation, and wildlife values of those areas.

C.22 Design of new street, highway, and transit facilities shall consider noise mitigation measures where appropriate.
C.23 Design and construction of new noise-sensitive development in the vicinity of existing and future streets and highways with potential to exceed general highway noise levels shall include consideration of mitigating measures, such as acoustical building modifications, noise barriers, and acoustical site planning. The application of these mitigating measures must be balanced with other design considerations and housing costs.
C.24 Local governments shall continue to monitor, to plan for, and to enforce applicable noise standards and shall cooperate in meeting applicable federal and state noise standards.

The Springfield 2035 TSP contains goals and polices which support these economic policies. These include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.
- Policy 1.2: Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features. (NOTE Action #1 – Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management. Action #2 – Coordinate the transportation network with new alternative energy infrastructure such as electric vehicle charging stations, natural gas, and hydrogen cell fueling stations).

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Metro Plan environmental policies. The proposed amendments to the TSP project list and the adoption of the Conceptual Street Map are consistent with these adopted policies and will further support and enhance the Metro Plan's Environmental Resources Element through strengthening environmentally sound transportation options and an overall more sustainable transportation system. The proposed amendments are consistent with this Metro Plan Element.

<u>Finding</u>:

D. Willamette River Greenway, River Corridors, and Waterways Element

The Willamette River Greenway, River Corridors, and Waterways Element address these specific natural assets in the metropolitan area. The policies of this element emphasize reducing urban impacts on these resources throughout the metropolitan area.

The Willamette River Greenway, River Corridors, and Waterways Element of the Metro Plan contain the following relevant policies related to the Springfield 2035 Springfield TSP: D.2, D.3, D.9, and D.11.

D.2 Land use regulations and acquisition programs along river corridors and waterways shall take into account all the concerns and needs of the community, including recreation, resource, and wildlife protection; enhancement of river corridor and waterway environments; potential for supporting non-automobile transportation; opportunities for residential development; and other compatible uses.

D.3 Eugene, Springfield, and Lane County shall continue to cooperate in expanding water related parks and other facilities, where appropriate, that allow access to and enjoyment of river and waterway corridors.

D.9 Local and state governments shall continue to provide adequate public access to the Willamette River Greenway.

D.11 The taking of an exception shall be required if a non-water-dependent transportation facility requires placing of fill within the Willamette River Greenway setback.

The Springfield 2035 TSP contains goals and polices which support these Willamette River Greenway, River Corridors, and Waterways policies. These include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.
- Policy 1.2: Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features.

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Metro Plan Willamette River Greenway, River Corridors, and Waterways policies. The proposed amendments to the TSP project list and the adoption of the Conceptual Street Map are consistent with these adopted policies and will further support and enhance the Metro Plan's Willamette River Greenway, River Corridors, and Waterways Element by providing improved access to waterways. The proposed amendments are consistent with this Metro Plan Element.

<u>Finding</u>:

E. Environmental Design Element

The Environmental Design Element is concerned with that broad process which molds the various components of the urban area into a distinctive, livable form that promotes a high quality of life. This Element is concerned with how people perceive and interact with their surroundings.

The Environmental Design Element of the Metro Plan contains the following relevant policies related to the Springfield 2035 Springfield TSP: E.3 and E.4.

E.3 The planting of street trees shall be strongly encouraged, especially for all new developments and redeveloping areas (where feasible) and new streets and reconstruction of major arterials within the UGB.

E.4 Public and private facilities shall be designed and located in a manner that preserves and enhances desirable features of local and neighborhood areas and promotes their sense of identity.

The Springfield 2035 TSP contains goals and polices which support these Environmental Design policies. These include, but are not limited to:

- Goal 3: System Design – Enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices.
- 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.
- 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.

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Environmental Design policies. The proposed amendments to the TSP project list and the adoption of the Conceptual Street Map are consistent with these adopted policies and will enhance the pedestrian environment for new and redeveloped properties, creating a more livable community. The proposed amendments are consistent with this Metro Plan Element.

Finding:

F. Transportation Element

The Metro Plan Transportation Element addresses surface and air transportation in the metropolitan area. The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) provides the basis for surface transportation. The goals and policies in the Metro Plan Transportation Element are identical to those in TransPlan, as TransPlan serves as the functional plan for transportation issues in the Metro Area. As previously noted in this report, this Springfield 2035 TSP will replace TransPlan (amended 2002) as Springfield's local TSP. Until now, TransPlan has served as the adopted TSP for both Eugene and Springfield. In 2006, House Bill 3337 passed requiring the two cities to develop separate UGBs. With separate UGBs, the State of Oregon's Transportation Planning Rule (TPR) required that Springfield and Eugene develop city-specific TSPs. While the Springfield 2035 TSP is an "update" of TransPlan, it is the City's first independent TSP.

Policies in the Metro Plan Transportation Element are organized by the following four topics related to transportation: Land Use, Transportation Demand Management, Transportation System Improvements, and Finance.

The Springfield 2035 TSP used the TransPlan goals, policies, and objectives as a starting point for updating the policy set in the new TSP. Similar to TransPlan, the structure of the Springfield 2035 TSP includes four overarching categories. The TSP goals have subsequent policies and action items categorized beneath them. The four goals found in the Springfield 2035 TSP are:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.
- Goal 2: System Management – Preserve, maintain, and enhance Springfield's transportation system through safe, efficient, and cost-effective transportation system operations and maintenance techniques for all modes.

- Goal 3: System Design – Enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices.
- Goal 4: System Financing – Create and maintain a sustainable transportation funding plan that provides implementable steps towards meeting Springfield's vision.

Some specific TransPlan policies are highlighted in this Finding to illustrate consistency between TransPlan policies and those of the Springfield 2035 TSP. These include F.4, F.8, F.11, F.14, F.18, F.22, F.26, and F.34.

- *Metro Plan / TransPlan Land Use Policy F.4: Require improvements that encourage transit, bicycles, and pedestrians in new commercial, public, mixed use, and multi-unit residential development.*
- *Metro Plan / TransPlan TDM Policy F.8: Implement TDM strategies to manage demand at congested locations.*
- *Metro Plan / TransPlan Transportation System Improvement, System Wide Policy F.11: Develop or promote intermodal linkages for connectivity and ease of transfer among all transportation modes.*
- *Metro Plan / TransPlan Transportation System Improvement, Roadway System F.14: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, and the needs of emergency vehicles when planning and constructing roadway system improvements.*
- *Metro Plan / TransPlan Transportation System Improvement, Transit System F.18: Improve transit service and facilities to increase the system's accessibility, attractiveness, and convenience for all users, including the transportation disadvantaged population.*
- *Metro Plan / TransPlan Transportation System Improvement, Bicycle System F.22: Construct and improve the region's bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.*
- *Metro Plan / TransPlan Transit System Improvement, Pedestrian System F.26: Provide for a pedestrian environment that is well integrated with adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking.*
- *Metro Plan / TransPlan Finance Policy F.34: Operate and maintain transportation facilities in a way that reduces the need for more expensive future repair.*

The Springfield 2035 TSP contains multiple goals and polices which are being implemented through the proposed amendments. These TSP policies include, but are not limited to:

- Policy 1.3: Policy 1.3: Provide a multi-modal transportation system that supports mixed-use areas, major employment centers, recreation, commercial, residential, and public developments, to reduce reliance on single-occupancy vehicles (SOVs).
- Policy 3.8: Coordinate the design of Springfield's transportation system with relevant local, regional, and state agencies. (NOTE Action #3 – Partner with LTD to provide frequent transit network connections along major corridors. Frequent transit network should connect to local neighborhood bus service and major activity center to provide viable alternatives to vehicle trips).

The above stated TSP goals, policies and implementation measures show consistency between the Springfield 2035 TSP and the Metro Plan / TransPlan Transportation Element policies. The proposed amendments to the TSP project list and the adoption of the Conceptual Street Map are consistent with these adopted policies and will further support multi-modal transportation and its nexus to mixed use development. The proposed amendments are consistent with this Metro Plan Element.

Finding:

G. Public Facilities and Services Element

This element incorporates the findings and policies in the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan* (Public Facilities and Services Plan), adopted as a refinement to the Metro Plan. The Public Facilities and Services Plan provide guidance for public facilities and services, including planned water, wastewater, stormwater, and electrical facilities. Transportation findings and policies are not part of the *Eugene-Springfield Metropolitan Area Public Facilities and Services Plan,* but rather are located in the TSP and TransPlan. Relevant Metro Plan policies are discussed in the previous Transportation Element section.

Finding:

H. Parks and Recreation Facilities Element

This Metro Plan Element addresses Parks and Recreation Facilities in the Metro Area. In Springfield, Willamalane Park and Recreation District is responsible for parks and recreation facilities and planning. There are no transportation specific Parks and Recreation Facilities Element policies in the Metro Plan the directly relate to the 2035 Springfield Transportation System Plan. However, some TSP multiuse path projects overlap with those in the Willamalane Parks Comprehensive Plan. The proposed amendments to the TSP project lists include amendments for consistency with the Willamalane Parks Comprehensive Plan and Willamalane facilities as constructed, including updating the name of the Moe Mountain Path and amending the project extent of the Mill Race Path. The planning for these and other similar projects have been closely coordinated with Willamalane staff.

One example of consistency between this 2035 Springfield TSP and the Willamalane Park and Recreation Comprehensive Plan is TSP Policy 2.4 and its supporting Action #1. They state:

- 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.

The proposed amendments to the TSP project list and the adoption of the Conceptual Street Map are consistent with these adopted policies and do not alter compliance with the Parks and Recreation Facilities Element of the Metro Plan, and are consistent with this Metro Plan Element.

Finding:

I. Historic Preservation Element

This Element of the Metro Plan is written to preserve historic structures in the Metro area. There are no transportation specific Historic preservation Element policies in the Metro Plan that directly relate to the 2035 Springfield Transportation System Plan. However, individual projects in the TSP that use Federal funding must go through a National Environmental Policy Act (NEPA) process during project development.

The NEPA process includes requirements for historic preservation which the City will adhere to. These proposed amendments do not alter compliance with the Historic Preservation Element of the Metro Plan, and are consistent with this Metro Plan Element.

J. Energy Element

The Energy Element of the Metro Plan deals with the conservation and efficient use of energy in the metropolitan area and is meant to provide a long-range guide to energy-related decisions concerning physical development and land uses.

The Energy Element of the Metro Plan contains the following relevant policies related to the Springfield 2035 Springfield TSP: J.2, J.7, and J.8.

J.2 Carefully control, through the use of operating techniques and other methods, energy related actions, such as automobile use, in order to minimize adverse air quality impacts. Trade-offs between air quality and energy actions shall be made with the best possible understanding of how one process affects the other.

J.7 Encourage medium- and high-density residential uses when balanced with other planning policies in order to maximize the efficient utilization of all forms of energy. The greatest energy savings can be made in the areas of space heating and cooling and transportation. For example, the highest relative densities of residential development shall be concentrated to the greatest extent possible in areas that are or can be well served by mass transit, paratransit, and foot and bicycle paths.

J.8 Commercial, residential, and recreational land uses shall be integrated to the greatest extent possible, balanced with all planning policies to reduce travel distances, optimize reuse of waste heat, and optimize potential on-site energy generation.

The Springfield 2035 TSP contains goals and polices which support these Energy Element policies. These include, but are not limited to:

- Goal 1: Community Development – Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.
- Policy 1.2: Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features. (NOTE Action #1 – Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management, and Action #2 – Coordinate the transportation network with new alternative energy infrastructure such as electric vehicle charging stations, natural gas, and hydrogen cell fueling stations.
- Policy 1.3: Provide a multi-modal transportation system that supports mixed-use areas, major employment centers, recreation, commercial, residential, and public developments, to reduce reliance on single-occupancy vehicles (SOVs).

The above stated TSP goals and policies are examples of consistency between the Springfield 2035 TSP and relevant Energy policies. The proposed amendments to the TSP project list and the adoption of the

Conceptual Street Map are consistent with these adopted policies and will further support and enhance the Metro Plan's Energy Element by considering environmental impacts and energy usage when planning and implementing Springfield's transportation system. The proposed amendments will also enhance the pedestrian environment for new and redeveloped properties, create a more livable community and support mixed uses with high frequency transit. The proposed amendments are consistent with this Metro Plan Element.

K. Citizen Involvement Element

The Citizen Involvement Element of the Metro Plan recognizes that active, on-going, and meaningful citizen involvement is an essential ingredient to the development and implementation of any successful planning program. A Public Involvement Program for the update of the 2035 Springfield Transportation System Plan 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. Details of the process are included in the Statewide Planning Goal 1 finding of this report. The proposed amendment is consistent with the Metro Plan Element.

CONCLUSION: Based on the findings above, the proposed TSP amendments do not make the Metro Plan internally inconsistent. SDC Section 5.14-135 Criterion B is met.

DEVELOPMENT CODE AMENDMENTS – APPROVAL CRITERIA

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

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 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 proposed code changes are cited at the beginning of each Code section in the Proposed Springfield Development Code (SDC) Amendments, along with staff commentary that provide the specific findings for each set of proposed code amendments.

CONCLUSION: Based on the findings above, including the staff commentary in the attached Proposed Springfield Development Code Amendments, the proposed Code 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 would 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 proposed 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: The City's Goal 1 compliance for this decision is discussed above under the findings for the Metro Plan amendment criteria, SDC 5.14-135 A., incorporated by reference herein.

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 this proposed amendment.

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 proposed amendments do not alter the City's acknowledged Goal 5 inventories or land use programs. No changes will occur to current natural resource protections. Individual transportation project impacts are required to conduct a Goal 5 analysis during each project development phase. As a result, the proposed 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 proposed amendments do not alter the City's acknowledged land use programs regarding water quality and flood management protections. As noted in the Goal 7 findings for the TSP amendments on page 6 of this staff report, the TSP contains strategies for decreasing vehicle miles traveled and single-occupancy vehicle trips, which are intended to help improve air quality in the Central Lane MPO Area. The proposed code amendments implement these policies within the TSP. As a result, the proposed 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 proposed 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 individual off-street path projects and multi-use paths that meet a recreational need in addition to a transportation need. As further explained in the staff commentary to the Proposed Springfield Development Code (SDC) Amendments, the proposed 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 proposed 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 proposed 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 proposed 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 proposed 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.

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 proposed code amendments that affect needed housing are written in clear and objective terms, including the requirements for motor vehicle parking SDC 4.6-110 and 4.6-125, requirements for bicycle parking in SDC 4.6-145 through 4.6-155 that apply to residential uses. The proposed 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 proposed 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. The proposed 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 proposed 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:	With the proposed changes, the City of Springfield is proposing to adopt land use regulations to meet these standards.

TPR Requirements	Springfield TSP Implementation
(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 proposed addressing the public road spacing through block perimeter requirements (SDC 4.2-115), medians (SDC 4.2-105 H), and other measures in conformance with this provision.
(b) Standards to protect future operation of roads, transitways and major transit corridors;	New or revised provisions are proposed to address street connectivity and minimum right-of-way and paving requirements (SDC 4.2-105), minimum block length and block perimeter (SDC 4.2-115), and other measures consistent with this provision.
(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 and the State Highway Division. No changes to these provisions are proposed.
(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 and the State Highway Division. No changes to these provisions are proposed.
(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 proposed.
(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, including the Local Street Network Map, implement this section of the rule, in addition to the proposed amendments to the infrastructure standards in SDC section 4.2 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 proposed 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;	The proposed amendments to SDC 4.6-145 through 155 require bicycle parking facilities for the uses described in this section of the rule. 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 or replaced. Proposed amendments to SDC 4.2-115 allow pedestrian accessways to be required when block lengths or block perimeters for new development exceed the applicable maximum.
(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;	Proposed amendments to SDC 4.2-105 and Table 4.2-1 clarify that bike lanes are required on all arterials and 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.
(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 proposed amendments to SDC 4.2-105 require dead end streets to provide adequate bike and pedestrian connections.
(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 proposed street network standards in SDC 4.2-105 together with the planned local streets shown on the Local Street Network Map implement the TSP policies regarding connectivity and comply with this section of the rule.

TPR Requirements	Springfield TSP Implementation
(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 proposed street network standards in SDC 4.2-105 together with the planned local streets shown on the Local Street Network Map 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;	Proposed amendments to SDC 4.2-105 and Table 4.2-1 clarify that on-street bike lanes are required on all arterials and 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).
(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 proposed code amendments do not include substantive changes to these provisions.

TPR Requirements	Springfield TSP Implementation
(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 proposed code amendments do not include proposed 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 proposed 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 staff commentary to the Proposed Springfield Development Code Amendments, the proposed 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 proposed 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 proposed 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 4.6-110.M. is proposed to allow reductions based upon an approved parking study or evidence of specific use characteristics that are likely to reduce on-site parking demand. These proposed 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; these provisions are not proposed to be replaced or repealed.
(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;	The proposed 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 proposed 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 proposed.
(F) Provide for designation of residential parking districts.	The proposed 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.

TPR Requirements	Springfield TSP Implementation
(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. No changes are proposed to this provision, except to authorize additional 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 proposed amendments to SDC 4.2-115 block length 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 staff commentary to the Proposed Springfield Development Code Amendments, the proposed amendments implement adopted TSP policies to support transit-oriented uses.
(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 proposed 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.	Proposed amendments to provide for more direct, convenient, and safer bike and pedestrian travel include: • Addition of linear parks are permitted uses in various zones; • Amendments to the network standards in SDC 4.2-105 in conjunction with adoption of a planned local street system through the Local Street Network Map; • 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 4.2-115 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 sidewalks (SDC 4.2-135), lighting (SDC 4.2-145), multi-use paths (SDC 4.2-150), accessways (SDC 4.2-160), and bicycle parking (SDC 4.6-145 and 4.6-150).

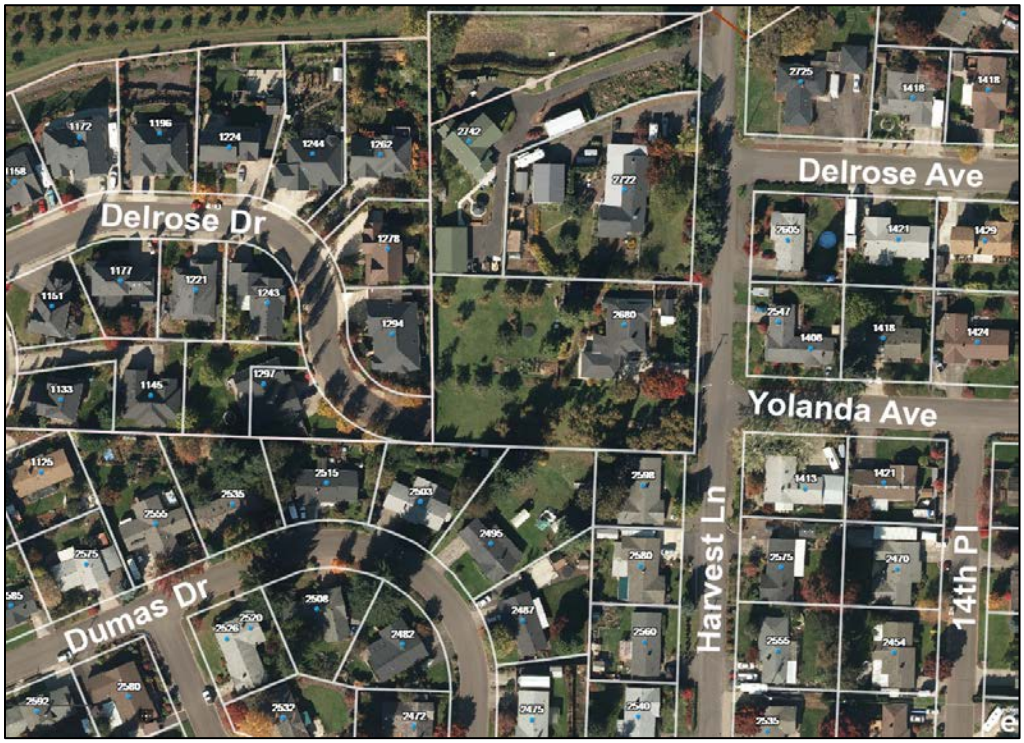
TPR Requirements	Springfield TSP Implementation
(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider 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. Not withstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.	• The proposed 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 proposed changes permit narrower streets than currently permitted when no on-street parking is planned or when planned for only one side of the street.
660-012-0060 Plan and Land Use Regulation Amendments	
(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 proposed 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 proposed code amendments and planned local streets shown on the Local Street Network Map do not alter the functional classification of any existing or planned facilities.
(b) Change standards implementing a functional classification system; or	The proposed 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 proposed code amendments implement TSP policies. They do not alter the performance standards for any existing or planned facilities identified in the TSP.

The following findings support the indicated local street connections.

Delrose Drive

Findings:



2680 Harvest Ln house is not located in alignment with the logical extension of right-of-way.

Delrose Dr is too long without a turnaround to meet current dead-end street standards. The Delrose Dr dead-end was built without a turnaround, which would have been required if this were a planned dead-end street. No sidewalk connects at the current end of the street, anticipating a connection to Yolanda Ave in the future to complete the sidewalk network.

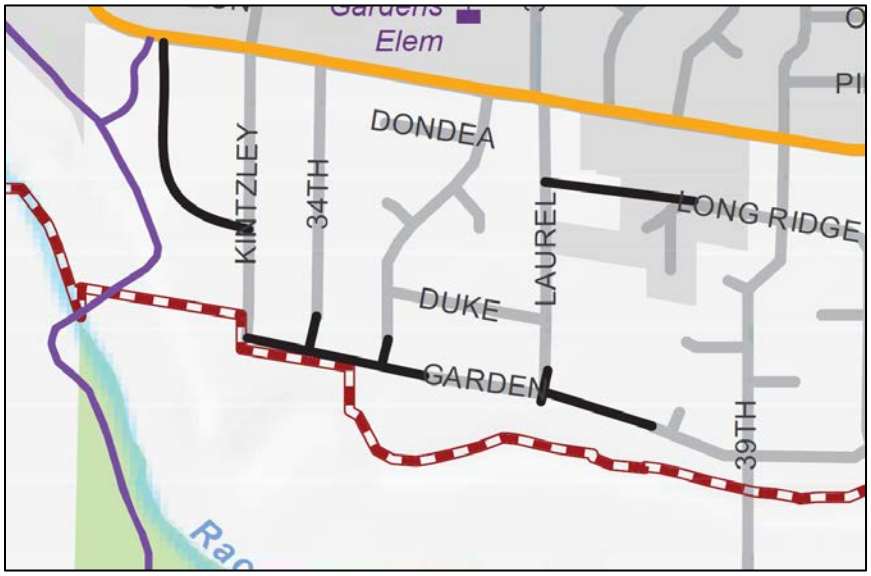
The Delrose Dr to Yolanda Ave street connection would support TSP Policy 3.4 which states, “Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.”

Additionally, TSP Policy 3.7 states, “Provide for 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.” TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Garden Avenue

Findings:

Right-of-way has already been dedicated at both ends of Garden Ave and the western extent of Richland St in preparation for the planned local street connections shown below.



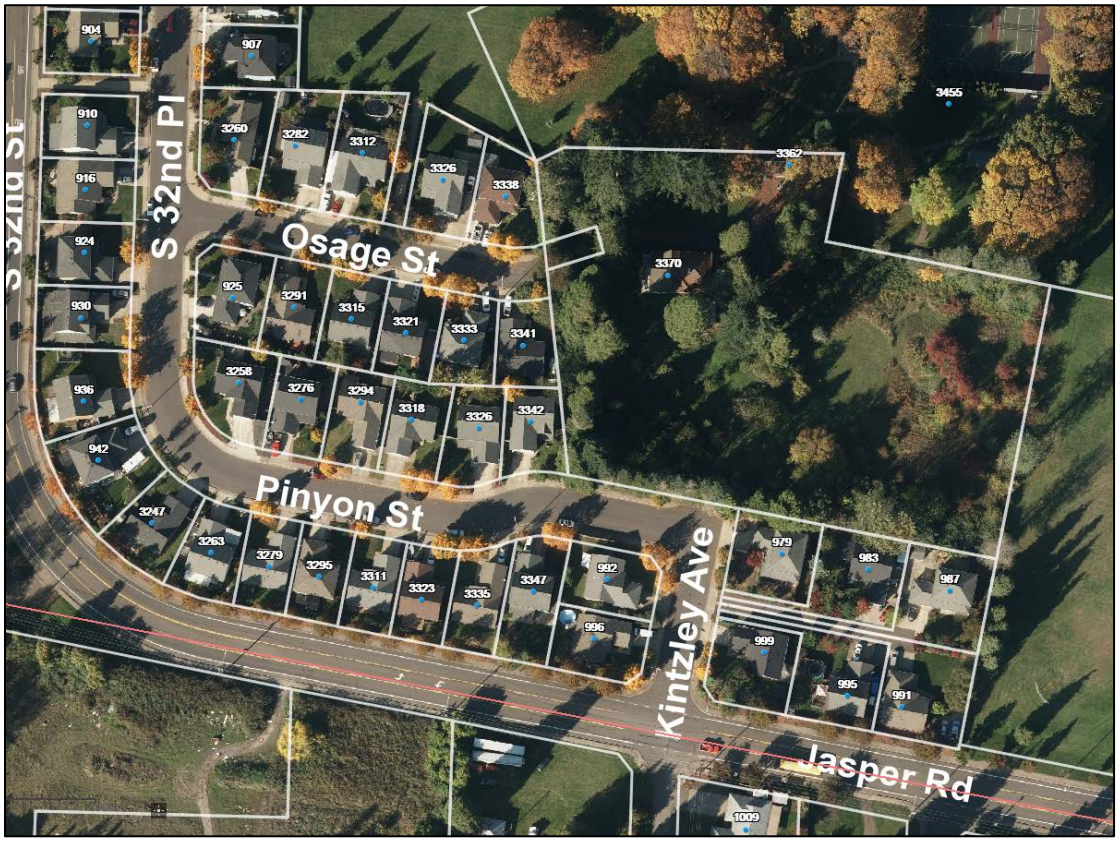
The planned local street connections could be accommodated without removing any approved structures. The roof shown to the western extent of the area indicated above is a barn.

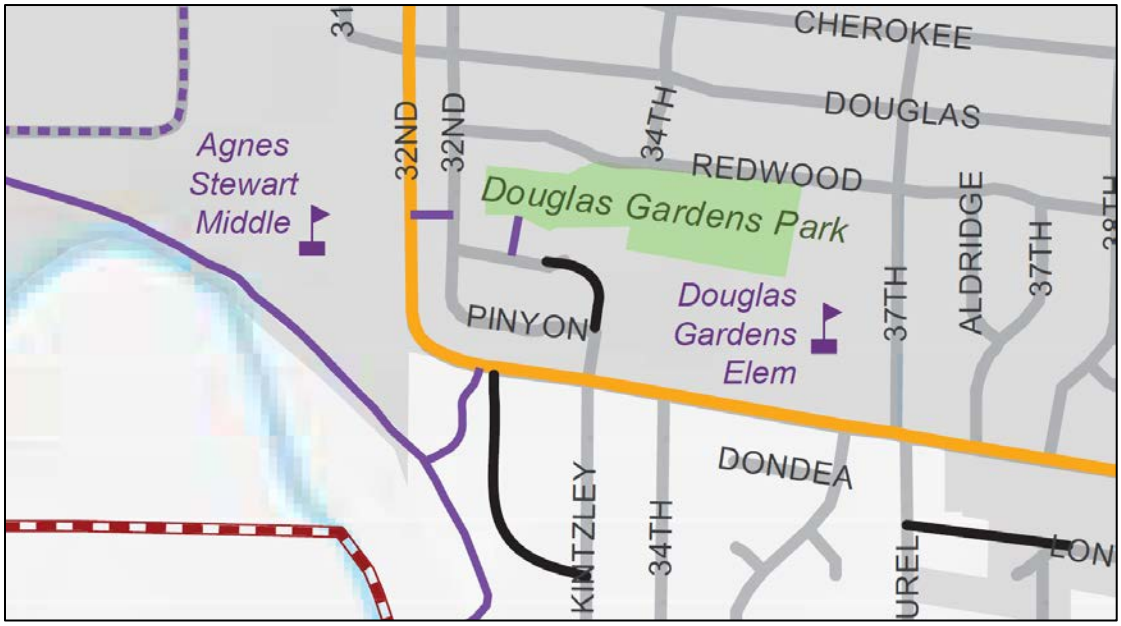
The planned local street connections between Kintzley Ave, S. 34th Pl, Dondea St, and Garden Ave provide the connectivity necessary to avoid dead-end streets that exceed permitted design standards for secondary emergency access, and achieve the smallest block length given the already built environment. The connectivity would provide residents with more direct routes to the S. 32nd and Jasper Middle Fork Path Trailhead, primarily along low volume, low speed, local streets as opposed to a higher volume, higher speed major collector. This supports TSP Policy 3.7 which states, "Provide for 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."

The street connections would support TSP Policy 3.4 which states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." TSP Chapter 7 also states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Kintzley Avenue and Osage Street

Findings:





The Osage St to Kintzley Ave connection could be built without removal of the existing Douglas House. The planned local street could be adjusted to flatten out the corner to more clearly show that the house may remain if the property owner chooses to develop.

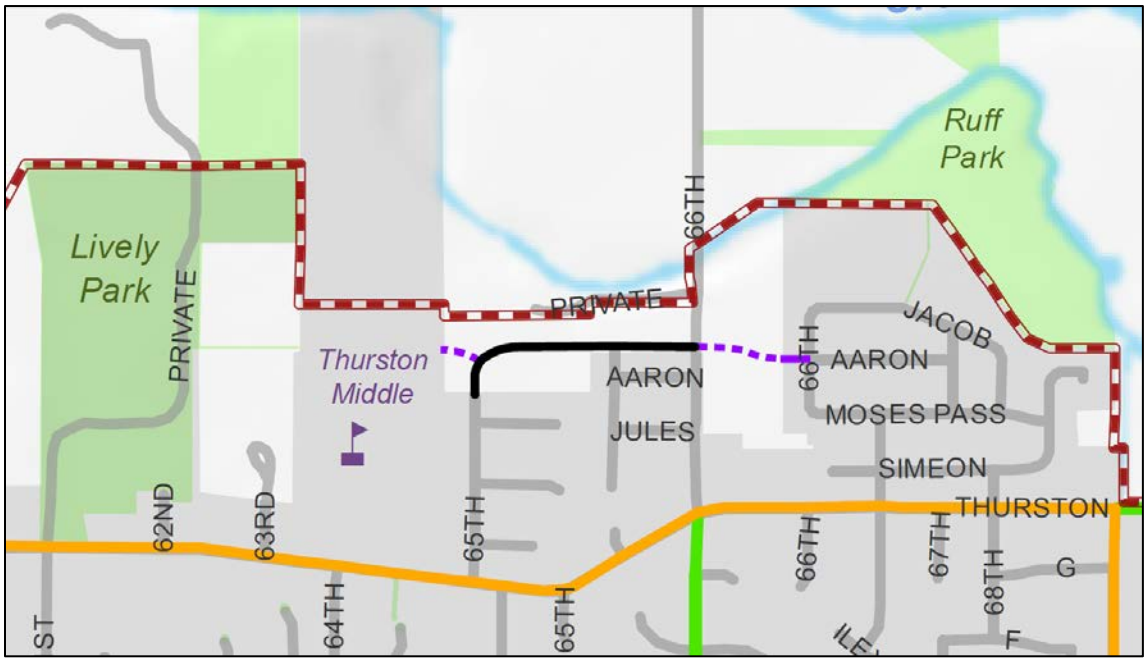
Kintzley Ave currently is built anticipating extension to the north. The street light to illuminate the intersection already exists and sidewalk was not built, anticipating the future connection.

The current Osage St dead-end was built without a turnaround, which would have been required if this were a planned dead-end street. No sidewalk connects at the current end of the street, anticipating a connection to Kintzley in the future to complete the sidewalk network. Osage Street was also named as "Street" instead of "Court" to indicate the future connection.

The street connection would support TSP Policy 3.4 which states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Aaron Lane

Findings:



42 homes are currently built fronting 65th St north of Thurston Rd; only 30 single family homes can be located off of a single access without planned secondary emergency access. 2014 Oregon Fire Code Appendix D Section D107.1 states, "One- or two-family dwelling residential developments. Developments of one- or two-family *dwellings* where the number of *dwelling units* exceeds 30 shall be provided with two separate and *approved* fire apparatus access roads, and shall meet the requirements of Section D104.3 Exception… 2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official.*"

Even with the planned local street shown, the block length that would be achieved would exceed the proposed maximum block length standards by more than double. This connection is necessary to connect neighborhoods to the backside of the school so that people accessing the school on foot or bicycle from the neighborhood can avoid the only east-west major collector in the area.

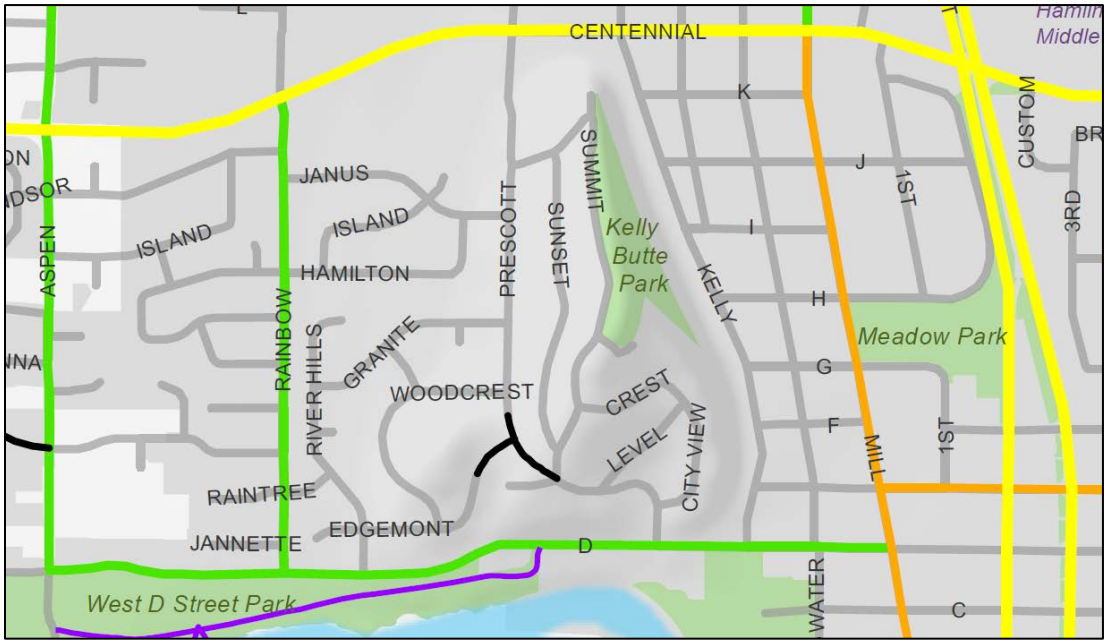
The street and accessway connection would support TSP Policy 3.4 which states, “Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.”

Additionally, TSP Policy 3.7 states, “Provide for 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.” The connections shown above would also help implement Policy 2.3, Action 2, which states, “Coordinate with Springfield Public Schools to implement the solutions outlined in Safe Routes to School Action Plans.” TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Prescott Lane / Riverview Boulevard / Edgemont Way

Findings:

As shown above, the right-of-way has already been dedicated from Riverview Blvd to Prescott Ln and partially from Riverview Blvd to Edgemont Way. The planned local street connection between Edgemont Way and Prescott Ln would only occur if the property owner of 500 Edgemont Way chose to develop the property.



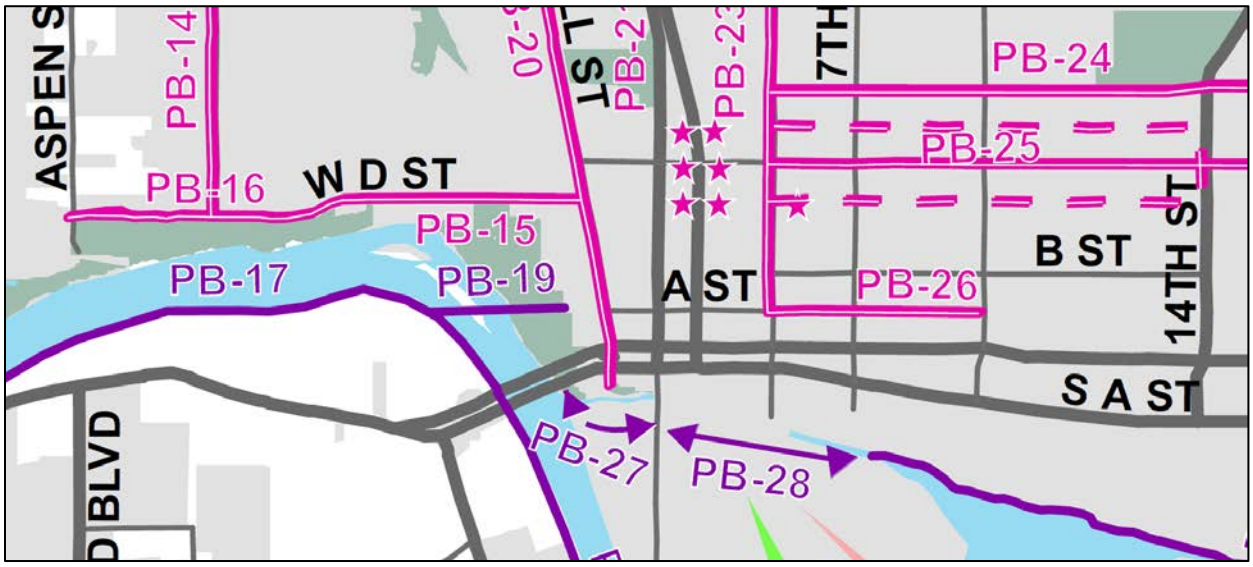
Edgemont Way is a non-conforming dead-end street that was planned, as shown by the lack of sidewalk connectivity and the current dead-end having no turnaround.

The street connections between Prescott Ln, Riverview Blvd, and Edgemont Way would support TSP Policy 3.4 which states, “Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.”

Additionally, TSP Policy 3.7 states, “Provide for 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.” TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Water Street / W A Street / W B Street

Findings:



TSP PB-19 identifies a "Bridge between Downtown and Glenwood or Modify Willamette River Bridges." In order for this future pedestrian-bicycle project to connect to and from Glenwood, Island Park, and Downtown, there needs to be network connections that complete the system.

The initial staff recommendation to the Planning Commission showed a planned local street connection that extended Water St from W. C St south to connect with W. A St. Based on public comment, the Planning Commission recommended not showing the planned local street shown on the Local Street Network Map.

Water St right-of-way from W. C St to W. B St already exists. Additional street connectivity between W. B St and W. A St will be determined at time of development. Development will need to meet Springfield Development Code requirements, including requirements in Section 4.2-105 Public Streets. Block length standards would not be fulfilled without a connection between W. A St and W. B St. The appropriate time to address previous agreements, wetland issues, and traffic analysis in accordance with Section 4.2-105 is at the time of development proposal through the City's development review process. The existing private connection is currently being used by the public to access Island Park, with the currently built road split between public and private property. Additionally, there is a sewer main line already in existence in the general location of the existing public/private access. A connection is important to provide connectivity in the transportation system.

The Planning Commission recommended removing the planned local street from the Local Street Network Map to emphasize the need for creativity to achieve connectivity as development occurs in this specific location, while meeting all of the connectivity standards. The properties in this area serve as an important gateway from Downtown to the Willamette riverfront. Removing the planned local street from the map may reduce potential development constraints and it encourages a visionary development to provide connectivity in the area that abuts Island Park and the Willamette River.
Street connectivity between A St and B St and B St and C St would support TSP Policy 3.7 which states, "Provide for 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."

Additionally, TSP Policy 3.4 states, “Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.” TSP Chapter 7 implementation measures for the TSP address system connectivity (page 83, Springfield 2035 TSP). The system connectivity to and from the park from Downtown, Washburne neighborhood, and City Hall relies on A St and C St for access to Island Park since B St is blocked between Pioneer Parkway East and 4th St.

Tyson Park and 35th Street

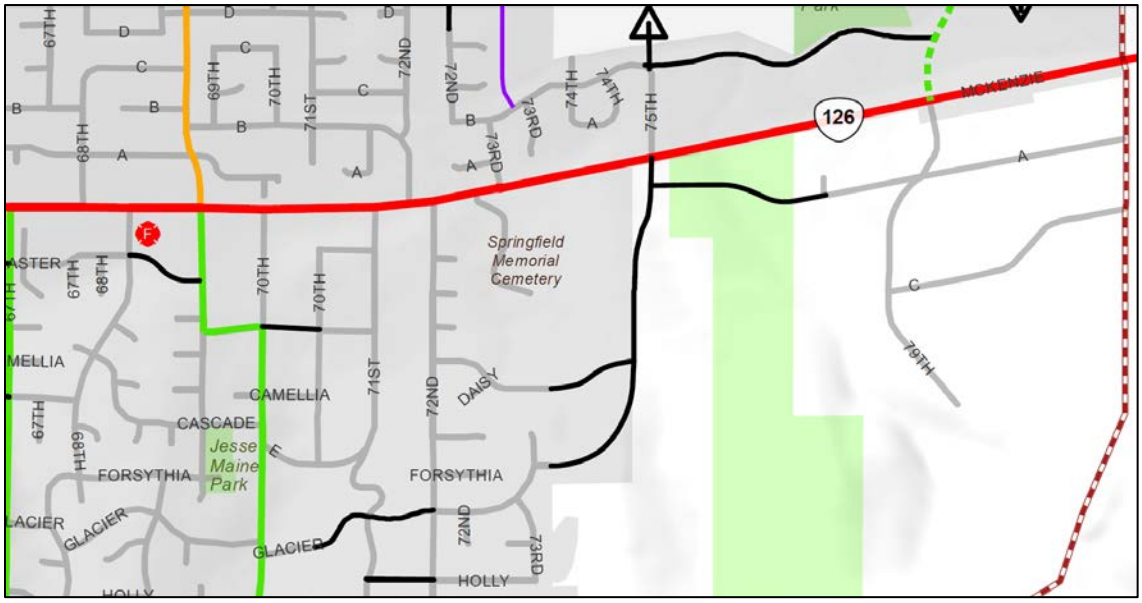
Findings:

There are currently 108 single-family or duplex lots on 34th St, C St, and 35th St. Without a planned secondary emergency access this development would violate the fire code. Only 30 single family homes can be located off of a single access without secondary emergency access according to fire code. 2014 Oregon Fire Code Appendix D Section D107.1 states, "One- or two-family dwelling residential developments. Developments of one- or two-family *dwellings* where the number of *dwelling units* exceeds 30 shall be provided with two separate and *approved* fire apparatus access roads, and shall meet the requirements of Section D104.3 Exception… 2. The number of *dwelling units* on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the *fire code official.*" Either the 33rd St to 34th St planned local street connection would need to be provided, triggered by development, or the street extension of 35th St would need to be provided to fulfill Oregon Fire Code requirements.

TSP Policy 3.4 states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." TSP Chapter 7 implementation measures for the TSP address system connectivity (page 83, Springfield 2035 TSP).

Thurston Hills Natural Area Trailhead and S. A Street

Findings:



Willamalane provided input about the planned local street alignment during their review serving on the TSP Implementation project's Technical Review Team. The Local Street Network Map reflects the adjusted alignment that is in accordance with the Annexation Agreement between the City of Springfield and Willamalane Park and Recreation District.

The street connections shown above support TSP Policy 3.4, which states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." TSP Chapter 7 implementation measures for the TSP address system connectivity (page 83, Springfield 2035 TSP).

Kalmia Street

Findings:

Right-of-way and local street construction has already started at the western end of the existing, built portion of Kalmia Street. The extension of Kalmia would provide an alternative to Jasper Road for people walking and biking who prefer walking or biking along a local street environment instead of along a major collector that currently lacks bike lanes and sidewalks along portions of it. The planned local street connection would also provide more direct neighborhood routes for some trips. The continuation of Kalmia Street supports TSP Policy 3.7 which states, "Provide for 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."

The street connections would support TSP Policy 3.4 which states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel." TSP Chapter 7 also states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

There are no other planned local streets that would help with connectivity between S. 42nd Street, Jasper Road, Mt. Vernon Road, S. 43th Street, and S. 44th Street. The current built block perimeter of S. 42nd Street, Jasper Road, S. 43rd Street, and Mt. Vernon Road is approximately 3,000 feet and the block to the east of S. 43rd Street, Jasper Road, S. 44th Street, and Mt Vernon Road is approximately 3,400 feet. The north-south block lengths are approximately double the existing, already adopted code requirement and the block perimeters are approximately double or more than double the 1,600 feet other zoning district block length standard (see Springfield Development Code Amendments Section 4.2-115 Block Length).

S. 43rd Street

Findings:

S. 43rd Street is an existing street for most of the length from Mt. Vernon Road to Jasper Road, but there is a section at the south end that has been built on private property – right-of-way has not been dedicated to the public. In order to fill in the missing gap, S. 43rd Street north of Jasper Road to the existing street has been shown as a planned local street. This planned connection will create smaller blocks as a better connected transportation system in the neighborhood.

The planned local street connection would provide more direct neighborhood routes for some trips. S. 43rd Street connection from the existing S. 43rd St southern extent to Jasper Road would support TSP Policy 3.4 which states, "Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel."

Additionally, TSP Policy 3.7 states, "Provide for 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." TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 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: As noted in the Goal 13 findings for the TSP amendments on page 19 of this staff report, 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 proposed code amendments implement these policies. As a result, the proposed 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 proposed amendments do not repeal, replace, or void existing code provisions regarding urbanizable land or annexation. The proposed 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 proposed 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 proposed 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 proposed amendments.

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

RECOMMENDATION: Based on the findings and conclusions in this staff report, staff has demonstrated that the proposed amendments are consistent with the applicable criteria of approval for Metro Plan amendments in the Springfield Development Code (Section 5.14-135) and Lane County Code (Section 12.225), and with the applicable criteria of approval for amendments to the Springfield Development Code (Section 5.6-115). Staff recommends that the proposed amendments be approved.

City of Springfield

2035 Transportation System Plan

City of Springfield
225 5th Street
Springfield, OR 97477

July 21, 2014

Table of contents

Acknowledgements ..... **vi**
Acronyms and abbreviations ..... **viii**
Chapter 1: Introduction **1**
Plan overview 1
The City's first *TSP* 2
Regional coordination 2
Transportation project development 3
Public and agency involvement 3
Economic development priority areas 3
Planning context 3
Transportation planning environment 4
Financial environment 7
Organization of the *2035 TSP* 8
Chapter 2: Goals and policies **9**
Creating goals, policies, and action items 9
2035 TSP goals, policies, and action items 9
Chapter 3: Transportation System Plan process **17**
Existing and future needs 17
Existing conditions analyses 17
2035 forecast analysis 18
No Build transportation system assumptions 19
Traffic Volume Development 19
No Build analyses 19
Evaluation process 20
Evaluation framework 20
Project identification and screening 21
Project evaluation 22
Chapter 4: Transportation planning tool box **23**
Tool box 23
Land use 23
Connectivity 24
Enhancing and increasing non-auto travel modes 24
Transportation demand management 28
Transportation system management 29
Neighborhood traffic management 31
Chapter 5: Transportation plan **33**
Plan area 33
State and regional planning context 33
Facilities 34
Related plans and policies 34
Coordination with plans and infrastructure 36
Guiding principles for street design and operations 37
Functional classification of roadways 37
Street design standards 41
Truck routes 41
Intersection performance standards 45
Access management guidelines 45

Connectivity guidelines 46
Transit service 47
Parking 48
Safety 48
Multi-modal improvement projects 49
20-year projects 51
Beyond 20-year projects 63
Study projects 64
Transit projects 65
Other travel modes 66
Chapter 6: Funding and implementation 77
20-year estimated revenue stream 77
Cost of 20-year needs 78
Potential funding sources 78
Chapter 7: Code and policy updates 83

Tables

1 Land use estimates 18
2 Evaluation framework 20
3 Priority projects in the 20-year project list 51
4 Opportunity projects in the 20-year project list 53
5 As development occurs projects in the 20-year project list 55
6 Beyond 20-year projects 63
7 Study projects 64
8 Frequent transit network projects 65
9 Springfield revenue assumptions 78
10 Project cost estimates 78
11 Potential local funding mechanisms 79
12 Potential state and federal grants 81

Figures

1 Plan area map 5
2 Functional classification map 39
3 Local truck routes map 42
4 Priority projects in the 20-year project map 57
5 Opportunity projects in the 20-year project map 59
6 As development occurs projects in the 20-year project map 61
7 Beyond 20-year project map 67
8 Transit and study project map 69
9 Recommended frequent transit network map 71
10 Roadway project map 73
11 Pedestrian and bicycle project map 75

Volume 2

Appendix I Plan implementation and recommended ordinance/code language
Appendix II Detailed cost estimates and funding analyses
Appendix III TSP Projects on Lane County Facilities

Volume 3

Appendix A Plans and policies review
Appendix B Existing conditions inventory and analyses
Appendix C No Build analyses
Appendix D 20-year needs analyses
Appendix E Alternatives evaluation process
Appendix F *Metro Plan* map

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Acronyms and abbreviations

2035 TSP	*Springfield 2035 Transportation System Plan*
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
COPR	Central Oregon and Pacific Railroad
DLCD	Oregon Department of Land Conservation and Development
EWEB	Eugene Water and Electric Board
FTN	Frequent Transit Network
HSIP	Highway Safety Improvement Program
I-5	Interstate 5
LCDC	Land Conservation and Development Commission
LID	Local Improvement District
LOS	level of service
LTD	Lane Transit District
Metro Plan	Springfield's current comprehensive planning document, 2004 update
MPO	Metropolitan Planning Organization
MUTCD	*2009 Manual of Uniform Traffic Control Devices*
NTM	Neighborhood Traffic Management
ODOT	Oregon Department of Transportation
OHP	*Oregon Highway Plan*
OR 126	Oregon State Highway 126
ORS	Oregon Revised Statutes
OTP	*Oregon Transportation Plan*
RRFB	rectangular rapid flashing beacon
RTP	*Regional Transportation Plan*
RTSP	*Regional Transportation System Plan*, currently being updated
SAC	Stakeholder Advisory Committee
SDC	Systems Development Charge
SOV	single-occupancy vehicle
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management

TGM	Transportation and Growth Management
TIF	Tax Increment Financing
TPR	Transportation Planning Rule
TransPlan	Joint Transportation System Plan for Eugene and Springfield, last amended in 2002
TSM	Transportation System Management
TSP	*Transportation System Plan*
UGB	urban growth boundary
UP	Union Pacific Railroad
v/c	volume to capacity

Chapter 1: Introduction

The *Springfield 2035 Transportation System Plan* (*2035 TSP*) meets state requirements for a transportation system plan and is a resource for future transportation decision making. The *2035 TSP* identifies the preferred future multi-modal transportation system and the City's policies related to the transportation system. It also identifies the function, capacity, and location of future facilities, as well as planning-level costs for needed improvements to support expected development and growth and possible sources of funding. This *TSP* provides the City with flexibility as staff, the public, and decision makers prioritize and fund critical transportation investments.

This *TSP* provides:

- A blueprint for transportation investment
- A tool for coordination with regional agencies and local jurisdictions
- Information to ensure prudent and effective land use choices
- Solutions to address existing and future transportation needs for bicycles, pedestrians, transit, vehicles, freight, and rail

The *2035 TSP* is the transportation element of and a supporting document to Springfield's current comprehensive planning document (*Metro Plan*, 2004 update) as required by state law. The City updated the *2035 TSP* goals and policies during the planning process and implemented the Goal 12: Transportation element of the *Metro Plan*. The primary purpose of the goals and policies is to guide future transportation related decisions in Springfield. Together with the *Metro Plan*, the *Springfield 2035 TSP* helps the City accommodate new growth, and maintain and rebuild infrastructure over the next 20 years consistent with a long-term vision.

Intersection of Gateway Street and Beltline Road

Plan overview

This *TSP* identifies the recommended future multi-modal transportation system and the City's policies related to the transportation system.

The recommended set of transportation improvements contained in this Plan are divided into those projects that the City expects to construct in the 20-year planning horizon and those that may not be constructed in this time. Because of uncertainty around transportation funding and land development discussions, some longer-term priority projects could be implemented in the next 20 years.

- **20-year projects** (the *2035 TSP* planning horizon): Projects needed to serve expected transportation growth over the next 20 years. These projects have planning-level cost estimates included in this Plan.
    - **Priority projects:** Higher-cost and scale roadway, urban standards, and pedestrian/bicycle projects that would generally require additional right-of-way.

- **Opportunity projects:** Lower-cost and scale roadway, urban standards, and pedestrian/bicycle projects that would generally not require additional right-of-way and that the City could implement as opportunities arise.
- **As Development Occurs projects:** Roadway and pedestrian/bicycle projects that the City would generally implement through a partnership between the City, other agencies, and/or private enterprise to support new development or redevelopment.

- **Beyond 20-year projects:** Projects that may be constructed beyond the 20-year planning horizon. These projects do not have planning-level cost estimates included in this Plan.
- **Study projects:** Projects that need further study and refinement. These projects do not have planning-level cost estimates included in this Plan.
- **Frequent Transit Network (FTN) projects:** Frequent transit projects that the City has developed through the ongoing metro-wide *Regional Transportation System Plan* process.

The City's first *TSP*

In 2001, Eugene and Springfield adopted a shared TSP, *TransPlan* (amended 2002), which guided transportation decisions for both cities inside of a shared urban growth boundary (UGB). In 2006, the Oregon Legislature passed House Bill 3337 requiring the two cities to develop separate UGBs. The State of Oregon's Transportation Planning Rule (TPR) requires Springfield to develop its own *TSP,* within its own UGB. While the *Springfield 2035 TSP* is an "update" of *TransPlan*, it is the City's first independent *TSP*.

Cars, buses, bikes, and pedestrians all share the public roadway

The *2035 TSP* ensures the vision for the transportation system meets community needs, communicates the City's aspirations, and conforms to state and regional policies. The City will implement this plan flexibly over time to respond to changes in economic development needs, community values, or regional, state or federal policies. The City will revisit this TSP when conditions change; many cities update their TSPs every five to seven years.

Regional coordination

To ensure regional consistency as Eugene, Springfield, and Coburg develop their own TSPs, the regional partners, through the Central Lane Metropolitan Planning Organization (MPO), will develop a *Regional Transportation System Plan* (R*TSP*). Because mobility needs do not stop at a city border, the R*TSP* will consider linkages between the cities' and Lane County's transportation systems and ensure that the transportation networks work together. The R*TSP* will also focus on performance measures that address regional facilities in Springfield. The development of the R*TSP*, which will replace *TransPlan*, is in process and the MPO will complete it once Eugene, Springfield, and Coburg adopt independent TSPs.

In addition to the state-required *Regional Transportation System Plan* (R*TSP*), the Central Lane MPO is also responsible for maintaining a federally required *Regional Transportation Plan (RTP).* The Central Lane MPO updates the RTP every four years and represents the region's stated transportation investment priorities. The *Springfield 2035 TSP* must be consistent with the RTP.

Throughout the process of developing the *2035 TSP*, the City of Springfield coordinated with the City of Eugene, Lane County, Lane Transit District, Central Lane MPO, and Oregon Department of Transportation (ODOT).

Transportation project development

This Plan includes projects that will support expected growth in the City. While the Plan does not prioritize projects, the City will prioritize investments through annual updates to the *Capital Improvement Program*. Once the City identifies a project for implementation through the *Capital Improvement Program* and project development begins, the City will conduct project-level planning, public involvement, and engineering to confirm the need, define the project limits and develop a design for the project.

Public and agency involvement

The public and staff from other partner agencies were extensively involved in the development of the *2035 TSP*. Opportunities for engagement included:

- Project website (including web-based surveys)
- Seven Stakeholder Advisory Committee (SAC) meetings
- Seven Technical Advisory Committee (TAC) meetings
- Two public open houses and one listening booth at the Sprout! Farmers Market
- Targeted outreach with local community service organizations
- Planning Commission, City Council and Lane County Board of Commissioners public hearings, as part of the adoption process

Through these public involvement activities, the City provided the citizens of Springfield with a variety of forums to identify their priorities for future transportation projects. The City's project website (as well as an email list of interested citizens, businesses, City staff, boards/commissions, and agencies) announced public meetings, disseminated information, and solicited input and feedback from the community. In addition, City staff met with the Planning Commission and City Council at each major milestone leading up to the *2035 TSP*.

Planning context

Opportunities and constraints provided by the physical environment, community vision, City, regional, and state policies, and the current and anticipated financial climate have shaped the *Springfield 2035 TSP*. The sections below describe how these characteristics may influence the implementation of the projects, programs, and policies included in the *TSP*.

Economic development priority areas

Four areas – Glenwood, Gateway, Downtown, and the Main Street Corridor – represent considerable growth opportunities and significant transportation challenges.

The City is focused on achieving mixed-used development and investing in a multi-modal transportation system that supports transit, walking, and biking in these areas.

Transportation planning environment

The City of Springfield is located within urban Lane County and is part of the Central Lane MPO area. Springfield's current boundaries are generally defined by the McKenzie River to the north, Interstate 5 (I-5) to the west, the Willamette River to the south, and rural Lane County to the east. Figure 1 presents a map of the Plan area that includes the City of Springfield and sections of unincorporated Lane County that are part of the Springfield UGB. The TPR requires inclusion of these urban unincorporated areas in the *2035 TSP*.

The City of Springfield developed along an east-west spine between the McKenzie and Willamette Rivers. Land use patterns in the City, surrounding areas, and the metro region as a whole are mostly suburban, with relatively low-density residential areas often separated from commercial areas. This development pattern results in heavy travel to and from residential areas during morning and evening rush hours.

The *Springfield 2035 TSP* supports land use strategies to mitigate the strain on the roadways by shortening home-to-work trips, supporting transit service, and making walk/bike trips more practical for working, shopping, and other activities. With Metro Plan's focus on more compact development, significant future residential development is likely to occur in the Glenwood Riverfront District, Jasper-Natron area, and along the Main Street corridor (see Volume 3, Appendix F: *Metro Plan* map).

Participants at the first workshop use an interactive mapping tool to list issues and concerns

Regional and local travel within Springfield's UGB is shaped by three primary highways: OR 126 Expressway, OR 126 Business Route (Main Street), and Interstate 5 (I-5), which forms the western boundary of the UGB. While these highways provide access to, from, and through Springfield, they also create significant barriers and constraints. ODOT operates and maintains these highways; the City has no direct operational authority over these highways or their interchange ramp areas. OR 126 Expressway and I-5 are both limited access highways. Running the length of the City, OR 126 Business Route (Main Street) provides the primary route for continuous east-west travel in Springfield providing access to hundreds of jobs and homes. Congestion is commonplace along all of these highways and recorded crash rates on OR 126 Business Route suggest potential safety-related challenges for bicyclists and pedestrians. More information is included in Volume 3, Appendix B: Existing conditions inventory and analysis.

In Springfield, as in the rest of the country, officials, and community members recognize the importance of providing transportation options for local and regional travel and better management of existing facilities. Providing users with non-auto modes and managing existing facilities prior to adding new and/or costly infrastructure reduces congestion, saves money, and provides health benefits for Springfield citizens and visitors. A balanced transportation system with a range of choices that includes both demand and system management techniques can reduce the need for roadway widening projects that can have high costs or significant community impacts.

Financial environment

A combination of federal, state, county, city, and private funds have traditionally supported transportation capital improvements. While this remains the case, the overall funding paradigm at both the state and national levels is currently in flux. The recent national recession, reduction or elimination of federal subsidies for timber counties, state-legislated revenue dedicated to discrete projects, the overhaul of the State Transportation Improvement Program (STIP), and Congress' move away from federal earmarks for infrastructure have all combined to make revenue forecasting an uncertain exercise. Today, as in the past, revenue streams are insufficient to address both the backlog of maintenance and preservation needs across Oregon and the needs of future transportation investments that support the future economic, health, and well-being of its communities.

Given these uncertainties, it is nearly impossible to forecast accurately how much funding is likely to be available for transportation investments and what projects or programs will receive funding. At one end of the financial spectrum, the nation could view future investments in transportation infrastructure as paramount to ensuring America's prosperity. Under this scenario, an infusion of federal transportation funds, unseen since the freeway-building era of the 1950s, could result in a substantial increase in dollars available for state and local projects. This could allow for increased and broader investments in projects that enhance the "active" transportation network as well as those that provide new capacity on the roadway system to benefit freight and private automobile travel. Something similar, although at a much smaller scale, occurred when Oregon received one of the last federal earmarks for the specific purpose of bridge rehabilitation and replacement along the I-5 corridor. The recent Transportation Investments Generating Economic Recovery (TIGER) grant funding is also reflective of this approach.

At the other end of the financial spectrum, the federal government could choose not to invest in transportation infrastructure. Should this be the case, funds available locally from the Highway Trust Fund and other federal funding sources will continue to diminish. This approach will materially affect the ability of state and local governments to make network and system improvements that support all modes of travel.

The most likely financial future for the City, and the nation, lies between these two bookends. It is unclear whether federal, state, and local governments will find the means to reinvest in transportation infrastructure in the future consistent with the vision and priorities in the *Oregon Transportation Plan* (OTP). The level of uncertainty faced by local planners and decision makers is unprecedented in the recent history of transportation planning. Recognizing this context, the *Springfield 2035 TSP* includes the City's best thinking about potential funding sources but acknowledges that adequate funding to implement needed improvements over the next 20 years is unlikely to be available and that predicting the funding streams and types of projects that can be funded is nearly impossible.

It is unlikely that the City will construct every project contained in the *2035 TSP* in the next 20 years. While the *2035 TSP* does prioritize planned projects, the City may choose to advance any of the identified projects as opportunities arise. These opportunities may present themselves as:

- changes in policy or funding at the federal, state, or local level
- local development priorities
- public-private or public-public partnerships

Projects are sorted into a 20-year list versus those that could occur beyond 20-years to allow the City the flexibly to make wise investments consistent with the overall vision contained in the *2035 TSP* and to leverage opportunities as they arise. The TSP goals and policies can serve as a guide when making these decisions over the life of the Plan.

Organization of the *2035 TSP*

The *Springfield 2035 TSP* is comprised of a main document (Volume 1) and two volumes of technical appendices (Volumes 2 and 3). A separate Executive Summary was also created.

Volume 1 (this document) is the "final report" and includes items that will be of interest to the broadest audience. It is also the portion of the Plan, which is officially "adopted." The main volume includes:

- **Chapter 1:** Provides a brief overview of the planning context for the *2035 TSP* and the public process that supported its development
- **Chapter 2:** Discusses the goals and policies that express the City's long-range vision for the transportation system
- **Chapter 3:** Summarizes the process undertaken to develop the *2035 TSP*, including the detailed analysis of existing and future conditions and the screening and evaluation of transportation strategies and projects
- **Chapter 4:** Provides a transportation planning "tool box" of principles and strategies that can guide future project implementation
- **Chapter 5:** Includes recommended policy guidelines and standards and multi-modal improvement projects to address existing and forecast transportation needs
- **Chapter 6:** Provides a summary of transportation revenues and expenses, past trends, and forecasts of potential future trends
- **Chapter 7:** Summarizes required changes in the Springfield codes and policies to needed to implement the *TSP*

Volume 2 includes technical information that directly supplements Volume 1, including the specific implementing ordinances for the *2035 TSP* and elements from related plans.

Volume 3 includes the technical memoranda that were prepared in the development of the *Springfield 2035 TSP* as well as the detailed data and analysis used to prepare the final report.

Chapter 2: Goals and policies

Creating goals, policies, and action items

The *2035 Transportation System Plan* (*TSP*) goals reflect the community's vision for Springfield's future transportation system and offer a framework for policies and action items. The goals are aspirational and are unlikely fully attained within the 20-year planning horizon.

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.

The action items offer direction to the City about steps needed to implement recommended policies. Not all policies include action items. Rather, action items outline specific projects, standards, or courses of action for the City and/or for its partner agencies to take to implement the *TSP*. These action items will be updated over time and provide guidance for future decision-makers to consider. Many of the action items respond directly to the needs and deficiencies identified in the *TSP* (Volume 3, Appendix C: No Build analysis and Appendix D: 20-year needs analysis). Other action items reflect the need for future transportation planning efforts, such as refinement plans, updating ongoing studies, etc.

Goals

Goal 1: Community development - Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.

Goal 2: System management - Preserve, maintain, and enhance Springfield's transportation system through safe, efficient, and cost-effective transportation system operations and maintenance techniques for all modes.

Goal 3: System design - Enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices.

Goal 4: System financing - Create and maintain a sustainable transportation funding plan that provides implementable steps towards meeting Springfield's vision.

The City vetted the goals, policies, and action items through an extensive engagement process. Previously adopted goals, objectives, and policies found in the joint TSP for Eugene and Springfield (*TransPlan;* amended 2002) were used as a foundation to begin the update. Staff also incorporated City Council and Planning Commission input from previous work sessions, as well as input from the Stakeholder Advisory Committee (SAC), Technical Advisory Committee (TAC), City staff, and the public to develop goals, policies, and action items. The City revised the goals, policies, and action items several times during the planning process. Specific details of this process are in Volume 3 of this Plan.

2035 TSP goals, policies, and action items

Goal 1: Community development

Provide an efficient, sustainable, diverse, and environmentally sound transportation system that supports and enhances Springfield's economy and land use patterns.

- **Policy 1.1:** Manage Springfield's street, bike, pedestrian, rail, and transit system to facilitate economic growth of existing and future businesses in Springfield.
    - **Action 1:** When evaluating needed roadway improvements, consider the economic viability of existing commercial and industrial areas.
- **Policy 1.2:** Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features.
    - **Action 1:** Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
    - **Action 2:** Coordinate the transportation network with new alternative energy infrastructure such as electric vehicle charging stations, natural gas, and hydrogen cell fueling stations.
- **Policy 1.3:** Provide a multi-modal transportation system that supports mixed-use areas, major employment centers, recreation, commercial, residential, and public developments, to reduce reliance on single-occupancy vehicles (SOVs).
- **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.

Goal 2: System Management

Preserve, maintain, and enhance Springfield's transportation system through safe, efficient, and cost-effective transportation system operations and maintenance techniques for all modes.

- **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.
    - **Action 2:** Monitor and adjust signal timing along key corridors as needed to improve traffic flow and safety.
    - **Action 3:** Evaluate and adjust traffic control systems to optimize bicycle travel along strategic bicycle routes.
    - **Action 4:** Coordinate with LTD and Oregon Department of Transportation (ODOT) to provide auto, pedestrian, and bicycle connections to the transit network.
- **Policy 2.2:** Manage traffic operation systems for efficient freight and goods movement along designated freight, truck, and rail routes in Springfield.
    - **Action 1:** Adjust traffic control systems to discourage through truck traffic on residential streets.[1]

[1] "Residential Streets" are commonly defined as those with a street classification of "local" passing through a residentially zoned area.

- **Action 2:** Coordinate with rail providers to upgrade at-grade rail crossing treatments to improve traffic flow and manage conflict points; create grade-separated rail crossings when possible

- **Policy 2.3:** Expand existing Transportation Demand Management (TDM) programs related to carpooling, alternate work schedules, walking, bicycling, and transit use in order to reduce peak hour congestion and reliance on SOVs.
  - **Action 1:** Coordinate with adopted strategies in the *Regional Transportation Options Plan* to increase opportunities for transportation options in Springfield.
  - **Action 2:** Coordinate with Springfield Public Schools to implement the solutions outlined in Safe Routes to School Action Plans.
- **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.
  - **Action 2:** Prioritize lighting in strategic areas with high pedestrian and bicycle traffic.
- **Policy 2.5:** Coordinate with LTD to increase the transit system's accessibility and convenience for all users, including the transportation-disadvantaged population.
  - **Action 1:** When possible, manage traffic control systems to reduce travel time for transit and other high-occupancy vehicles along key corridors.
  - **Action 2:** Monitor and adjust bus stop locations as needed to support surrounding land uses and provide more efficient and safe service.
  - **Action 3:** Coordinate with LTD to reflect LTD's long-range plans in Springfield's transportation system.
- **Policy 2.6:** Manage the on-street parking system to preserve adequate capacity and turnover for surrounding land uses.
  - **Action 1:** Implement Springfield's adopted *July 2010 Downtown Parking Management Plan.*
- **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.
  - **Action 2:** Consider bike parking recommendations from the 2013 *Regional Bike Parking Study* when updating Springfield's bike parking standards.
- **Policy 2.8** Maximize the use and utility of existing infrastructure through efficient management of traffic control devises.
- **Policy 2.9:** Use motor vehicle LOS standards to evaluate acceptable and reliable performance on the roadway system. These standards shall be used for:
  - Identifying capacity deficiencies on the roadway system.

- Evaluating the impacts on roadways of amendments to transportation plans, acknowledged comprehensive plans and land-use regulations, pursuant to the Transportation Planning Rule (TPR; Oregon Administrative Rules [OAR] 660-12-0060).
- Evaluating development applications for consistency with the land-use regulations of the applicable local government jurisdiction.
- Under peak hour traffic conditions, acceptable and reliable performance is defined as LOS D.
- Performance standards from the *Oregon Highway Plan* (OHP) shall be applied on state facilities in the Springfield metropolitan area and alternative mobility targets will be sought as necessary.

- **Policy 2.10:** The City of Springfield values a safe and efficient travel experience for bicycle, pedestrian, transit, freight, and auto travel. It is the intent of the City to balance the needs of these modes through creation of a multi-modal LOS methodology for all modes and to facilitate and encourage intermodal connections where most appropriate. Multi-modal LOS generally is reflective of the following:
  - Transit –LOS is based on a combination of the access, waiting, and ride experience, as well as travel time, frequency, safety, and reliability.
  - Bicycle –LOS is a combination of the bicyclists' experiences at intersections and on-street and off-street segments in between the intersections. Safety is also a consideration.
  - Pedestrian –LOS is based on a combination of pedestrian experience, density of land use, and other factors including efficiency, safety, and pedestrian comfort level.
  - Auto –LOS is based on a combination of travel time, delay, stops, safety, and queues.
  - Freight –LOS is based on a combination of travel time, delay, stops, safety, and queues.
  - Intermodal –LOS is based on an evaluation of the frequency and convenience of connections between different travel modes.
    - **Action 1:** Develop and adopt a multi-modal LOS methodology based on stakeholder input and considerations for land use decisions. Policy 2.9 in the *2035 TSP* will apply until the new standard is adopted and in areas where the evaluation of a multi-modal LOS is not necessary.
    - **Action 2:** Once developed, multi-modal LOS methodology will apply to Gateway, Glenwood, and Downtown and may apply to other specific geographic areas in the future subject to City Council review and approval. The intent of this action is to encourage diverse development types such as more mixed-use development and higher densities in these high-priority economic growth areas of Springfield and to provide a balanced approach to measuring LOS beyond just motor vehicles.
    - **Action 3:** Develop a process to allow for alternative means of meeting LOS standards as part of public project development and the land use decision-making process.

Goal 3: System Design

Enhance and expand Springfield's transportation system design to provide a complete range of transportation mode choices.

- **Policy 3.1:** Adopt and maintain a Conceptual Street Map
  - **Action 1:** Update and maintain the Conceptual Street Map to address transportation system deficiencies, goals, and policies. The Conceptual Street Map should provide flexibility in connecting destination points, while also providing assurance to adjacent property owners to the degree possible.
  - **Action 2:** The Conceptual Street Map will indicate the approximate location of planned "local" classified streets on the adopted map. These "local" streets are not intended to be adopted on the map. Rather, they are shown as reference. Streets classified as collectors and arterials will be adopted on the map and are considered part of the *2035 TSP*.
  - **Action 3:** Ensure that land use decisions conform to the Conceptual Street Map.
- **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 2:** Provide bike lanes on collector and arterial streets; provide parallel routes and bike boulevards on adjacent streets where appropriate.
  - **Action 3:** Create frequent bike and pedestrian crossings on wide or high-speed streets using approved design techniques.
  - **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 5:** Install shared-roadway facilities, markings, and/or signage for bicyclists along roadways with slow vehicular traffic. On-street pavement markings and traffic calming measures should be considered along such routes.
  - **Action 6:** Create city-wide bike parking stations in strategic locations such as along major transit routes and in Springfield's central business district.
  - **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 arterials 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.
- **Action 5:** Provide mid-block pedestrian crossings where appropriate between major pedestrian destinations and along major pedestrian corridors.
- **Action 6:** Develop criteria in which to evaluate alternative street design concepts.

- **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.
- **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 3.6:** Preserve corridors, such as rail rights-of-way, private roads, and easements that are identified for future transportation-related uses.
- **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.
  - **Action 1:** Update and maintain the *ADA Transition Plan* to address deficiencies in the existing system and to assist in planning for new system improvements.
  - **Action 2:** Utilize safety studies such as the *Main Street Safety Study* and the *City of Springfield Safety Study* to improve pedestrian conditions along major pedestrian corridors.
- **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.

- **Action 3:** Partner with LTD to provide frequent transit network[2] connections along major corridors. Frequent transit network should connect to local neighborhood bus service and major activity centers to provide viable alternatives to vehicle trips.
- **Action 4:** Coordinate existing and planned transportation system and land uses with LTD to expand the park-and-ride system where appropriate within Springfield.
- **Action 5:** Coordinate with the 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.
- **Action 6:** Develop and implement criteria that trigger jurisdictional phasing and transfer of roads, highways, and other applicable transportation facilities.
- **Action 7:** Coordinate with Lane County to ensure transition between rural and urban transportation facilities within the Springfield urban growth boundary (UGB).
- **Action 8:** Coordinate with ODOT and the City of Eugene to ensure regional transportation system connectivity.

▪ **Policy 3.9:** Support provision of rail-related infrastructure improvements as part of the Cascadia High-Speed Rail Corridor project.

- **Action 1:** In coordination with agency partners, develop a *Passenger Rail Plan* in support of *Springfield's Downtown District Urban Design Plan*. Areas in Springfield outside of Downtown should be considered, as appropriate.
- **Action 2:** Further consider regional high speed passenger rail needs coordinated with the *Springfield Downtown District Urban Design Plan* and implementation strategy.

[2] The Frequent Transit Network (FTN) represents the highest orders of transit service within the region. The FTN represents corridors where transit service would be provided, but does not presume specific street alignments. Street alignments will be determined in future studies. FTN stops will be located closest to the highest density development within the corridor. FTN Corridors will have the following characteristics:

- Enables a well-connected network that provides regional circulation
- Compatible with and supportive of adjacent urban design goals
- Operates seven days a week in select corridors
- Service hours are appropriate for the economic and social context of the area served
- Coverage consists of at least 16 hours a day and area riders trip origins or destinations are within ¼ of a mile-straight line distance
- Frequency is at least every 10-15 minutes in peak travel times
- Speed is no less than 40 percent of the roadway speed limit
- Coverage throughout the region is geographically equitable and serves Title VI protected populations
- Transit service is reliable and runs on schedule
- Transit vehicles are branded
- Transit stations are of high quality with amenities, including bicycle and pedestrian connections to stations and end-of-trip facilities, such as bike parking. Park and rides are provided at key termini.

- **Policy 3.10:** When a project includes planning, reconstructing, or constructing new intersections, all intersection control types are to be evaluated including statutory control, sign control, geometric control, and signal control. The City's recommended alternative will be selected primarily on safety and operational efficiency in the context of mobility needs for all users, adjacent existing and planned land uses, access considerations, site constraints, availability of right-of-way, environmental factors, phasing, future needs, safety, construction, and operational costs.
    - **Action 1:** When analyzing the appropriate treatment for a new or reconstructed intersection, the City will consider the needs consistent with policy 3.10.

Goal 4: System Financing:

Create and maintain a sustainable transportation-funding plan that provides implementable steps towards meeting Springfield's vision.

- **Policy 4.1:** Support development of a stable and flexible transportation finance system that provides adequate resources for transportation needs identified in the *Springfield 2035 TSP*.
    - **Action 1:** Develop criteria that support adopted *2035 TSP* goals and policies and that help prioritize transportation maintenance, preservation, and construction projects.
    - **Action 2:** Give funding priority to bicycle and pedestrian projects that address significant gaps in the network and that provide key linkages to other transportation modes.
    - **Action 3:** Give funding priority to safety actions and operations to maximize use and utility of existing system.
    - **Action 4:** Provide financial incentives, improvements and programs at discretion of City to new and existing local businesses that encourage multi-modal transportation options to employees and/or customers.
    - **Action 5:** Require that new development pay for its proportional capacity impact on the transportation system through ongoing rate updates of Springfield's system development charge and through proportional exactions as part of the land development process.

Chapter 7: Code and policy updates

The Transportation Planning Rule (TPR), as codified in Oregon Administrative Rules (OAR) 660-012-0020(2)(h), requires that local jurisdictions identify land use regulations and code amendments needed to implement the *Springfield 2035 Transportation System Plan* (*TSP*) and include them as the implementation element of the *2035 TSP*. To that end, recommended changes to the City's planning regulations needed to implement the *2035 TSP* are provided in Volume 2, Appendix I: Plan implementation and recommendation ordinance/code language.

The City bases the implementation measures primarily on a review of the *2035 TSP* for consistency with Springfield Community Development Code and regulatory requirements. The implementation measures also reflect projects and recommendations in the *2035 TSP* as well as discussions with project team members.

The recommended implementation measures address the following. Most of the measures involve changes to the *Springfield Development Code*.

- 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
- Update and adapt the Conceptual Street map

The implementation measures that reflect strategies identified in the *2035 TSP* emphasize maximizing the capacity of existing and recommended facilities. In particular, the *2035 TSP* encourages modes other than driving alone through an increase in transit, walk, and bike modes, which is essential to the future transportation system in Springfield. These measures constitute a combination of potential amendments to the *Springfield Development Code* or *Comprehensive Plan*, as well as the City coordinating additional planning, administration, and programming.

Local Street Network Map Options (for General Criteria only)

OPTION:	**Map AND Written Standards** (Staff Recommendation to the PC)	**Map OR Written Standards** (PC Recommendation to CC)	**No Map, Only Written Standards**
Code Language **SDC 4.2-105D.2.a**	"The connection points of local streets must conform to the general location shown on the Local Street Network Map, except where conformance with the Local Street Network Map is impractical, due to, but not limited to, topographical constraints, protected resources, existing development, or conditions affecting compliance with the other standards in this subsection."	"Local Streets with connection points in the general location shown on the Local Street Network Map are allowed. Alternatives that meet and comply with the other standards in this subsection SDC 4.2-105D.2 are also allowed. Alternatives include local streets with different connection points; other facilities with the same or different connection points including but not limited to secondary emergency accesses, pedestrian accessways, or multi-use paths; or any combination thereof." (*Underlined language is recommended by Staff to clarify the PC's intention in allowing "alternatives.")	Do not adopt SDC 4.2-105D.2.a and do not adopt the Local Street Network Map. Local streets under the general criteria would be based on written standards only.
Map Header Language	"The Springfield Local Street Network Map is adopted as a land use regulation that depicts connection points of planned local streets. This map shows the general location of planned local streets and is not intended to be parcel-specific. This map does not apply to the development of needed housing under SDC 4.2-105E. For development that is not reviewed under needed housing standards, the location of the planned local street can be adjusted consistent with the local street network standards in SDC 4.2-105D at time of development."	"The Springfield Local Street Network Map does not apply to development of needed housing. It is adopted as a land use regulation under SDC 4.2-105D. It depicts connection points of planned local streets and is not intended to be parcel specific. The location of planned local streets can be adjusted at the time of development consistent with the Local Street Network Standards – General Criteria in SDC 4.2-105D."	N/A

How Code/Map are applied	1. Developer's default is to build the street shown on map from connection point to connection point. The path between the connection points must be consistent with safety requirements, etc., because map applies in addition to the written standards. 2. If City OR Developer identify reason that street on map is impractical, then alternatives that meet the other standards would be required/allowed.	1. Developer can choose either (A) build what is shown on the map (connection point to connection point), or (B) any alternative that meets the written standards. The map and written standards do not apply concurrently. 2. If City staff or public comment identifies a problem with a street shown on the map, cannot require Developer to change the connection. Lines shown on the map are not further subject to the written standards.	1. There is no local street map adopted or used. 2. Developer proposes any connection that meets the written standards. City staff can work collaboratively with a Developer to identify options if Developer requests assistance.
Public Review and Comment	• The general public has had the opportunity to review and comment on specific map locations via City-wide Ballot Measure 56 notice. • At the time of development, specific notice of proposed streets will be provided to nearby properties. • Public testimony is relevant if it discusses the impracticality of the line shown on the map or ways that any proposed street meets or does not meet the written standards.	• The general public has had the opportunity to review and comment on specific map locations via City-wide Ballot Measure 56 notice. • At the time of development, specific notice of proposed streets will be provided to nearby properties. • Public testimony regarding impracticality with the line shown on the map or ways that a street shown on the map meets or does not meet the written standards is not relevant to the criteria of approval.	• At the time of development, specific notice of proposed streets will be provided to nearby properties. • Public testimony regarding any of the written standards is relevant.
Advantages	• Provides map as a visual starting place. • If adopted, would clearly express City policy favoring needed connectivity in key locations. • Provides flexibility for both the City and Developers if there are unforeseen reasons not to build what is shown on the map. • Map connections have been subject to broad public process/comment. Adjustments have been made to address public concern at some	• Provides map as a visual starting place. Provides clarity to developers for needed connections. • Provides ultimate flexibility for Developers to build something other than what is shown on the map if written standards are met. • Provides developers with a short cut for approval if line is shown on the map. No other findings under the written standards may be needed.	• No confusion for Developers or City staff as to whether or when the map applies to development. • The written standards alone would require key local street connections at the time of development even without reliance on the map.

	locations.		
Disadvantages	• Developers bear the burden of showing a reason that a street on the map is "impractical" before an alternative is allowed. • Whether a street is "impractical" may be a broad standard and is open to multiple interpretations.	• Map connections have not been investigated by staff at the level of detail performed at development review. Some connections might violate other City standards (i.e. for wetlands or hillsides). PC-recommended language could be interpreted to require City to accept a street shown on the map despite problems. • Not clear whether street alignment *in between* the connection points must meet the listed standards, or whether any street that connects as shown is allowed, without regard to safety or other impacts for the alignment between those points.	• No visual starting place for a Developer. • No clear expression of City policy for specific connections in key locations. • Without a map to show where key local street connections are missing, some connections through existing neighborhoods at the time of development could come as a surprise to surrounding neighbors.

TRAFFIC STANDARDS

5.00 DESIGN STANDARDS

5.01 PURPOSE

These standards outline and define the current traffic design standards**,** including illumination, signals, bicycle facilities, roundabouts, medians, roadside features, parking design, transit stops, and miscellaneous items for Springfield. These design standards may be subject to revisions by the City Traffic Engineer on a project-by-project basis. All construction standards and drawings for transportation related items are defined in the Springfield Construction Standard Specifications Sections 317, 501, and 502, and Standard Drawings 5-1 to 5-25. All designs shall be performed by an engineer capable of performing such work and licensed by the State of Oregon. Any private streets shall be designed to the public facility standards. All public streets are considered Fire Department emergency apparatus access streets and shall meet the Fire Code minimum design standards. Private streets may or may not be considered Fire Department emergency apparatus access streets as determined by the Fire Marshal.

5.02 GENERAL DESIGN CONSIDERATIONS

5.02.1 Illumination

5.02.1.A General

As part of the public improvement process, a street illumination design shall be included with all project plans submitted to the City as well as a power plan from the Springfield Utility Board (SUB). The street illumination design shall clearly show where the luminaires, conduit runs, junction boxes, service cabinets, and power sources will be located. Each lighting component shall be identified using the Oregon Department of Transportation drafting symbol library and the corresponding legend. Submitted plans shall follow the City of Springfield Standard Specifications and Standard drawings related to illumination.

Lighting plans shall be submitted on a sheet devoted exclusively to street light work. All illumination plans shall be reviewed and approved by the Transportation Section.

5.02.1.B Design Standards

The lighting plan design shall utilize Oregon Department of Transportation (ODOT) drafting standards. The plans shall include symbols indicating such features as: conduit, wiring, junction boxes, power sources, poles, luminaires, luminaire arms, and all the relevant sizes and locations required to accurately construct the lighting system. For street lighting drafting typical, refer to the City's latest edition of Standard Construction Specifications and the ODOT drafting symbol/legend library.

The City standards for street illumination ~~is~~are:

A. Street lighting designs shall be prepared by an engineer capable of performing such work. The engineer shall be licensed by the State of Oregon. Lighting plans shall be submitted on a sheet devoted exclusively to street light work. The lighting plans shall also include wire size calculations and circuit diagrams. Lighting systems shall comply with the provisions of the National Electric Service Code (NESC). A space shall be provided for

a chart listing the specific location (geographic coordinates), address, pole number, pole owner, manufacturer's name and catalog numbers for each type of fixture, lamp, ballast and city approved lighting controls including photocell in the project on the plan sheet. This chart shall be completed when preparing the as-built plans. Lighting circuits shall be designed to reduce the number of utility connection points.

B. Lights ~~shall~~ must be located in accordance with the standards in SDC 4.2-145.C. See the Illumination Standards Table (Table 5-1) for configurations that comply with these standards. In cases that are not defined in Table 5-1, a photometric evaluation of the pole spacing shall be made using accepted procedures and illumination levels in Illuminating Engineering Society, American National Standard Practice for Roadway Lighting – RP-8-14.~~, most current edition.~~

C. Lighting must meet the following design standards adopted in SDC 4.2-145.C:

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.

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.

    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.

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~~C. Intersections shall be illuminated to a level equal to the sum of the average maintained required illuminance of the two intersecting streets.~~

~~D. Mid-block crosswalks that are approved by the City Traffic Engineer shall have two times the illumination required for the intended streets.~~

~~E. Decorative poles and fixtures shall be used on all streets within any Nodal Development Area designation or Nodal Overlay district, where any refinement plans require decorative lighting, and all off-street public access ways and multi-use paths. Decorative poles and fixtures may be used on local streets in any zone at the option of the land developer. All decorative fixtures shall use metal halide lamps.~~

~~F. Roadway style "cobra head" fixtures, on standard poles, shall be used in all other locations with city approved LED fixtures and lighting controls. Metal halide or high pressure sodium lamps shall be used as follows:~~

~~G.~~

~~H. Metal halide lamps shall be used on all Bus Rapid Transit corridors; zones of Community Commercial, Major Retail Commercial, Campus Industrial, Light Medium Industrial, Booth Kelly Mixed Use, High Density Residential, and Medical Service.~~

~~I.~~

~~J. Public Land and Open Space zones shall use the lighting type described in this Manual regarding adjacent zones so that a continuous light type is achieved.~~

~~K.~~

~~L. Zones of Medium Density Residential, Low Density Residential, Neighborhood Commercial, Light Medium Industrial, Special Heavy Industrial, Heavy Industrial, General Office, and Quarry/Mining shall use high pressure sodium lamps.~~

~~M.~~

~~N.~~D. ~~As other zones or overlay districts may be established, the City Traffic Engineer will determine the lighting type based on similarity to the zones list above and record it on the "Street Light Type by Zone Map".~~

~~O. When roadway style poles are used on arterial and collector streets, they shall be steel or aluminum.~~

~~P.~~E. When roadway style poles are used ~~on local and collector streets in residential areas~~, they shall be direct bury fiberglass, or steel~~,~~ or aluminum on concrete foundations.

The only time wood poles will be permitted is when replacing damaged poles or when installing additional lighting in an area that has wood poles used throughout to maintain consistency. If used, wood poles shall be class 4 pressure treated poles.

~~Q.~~F. Poles shall be placed at least 3 feet from the face of curb. Luminaire arms shall be aligned at right angles from the curb line.

~~R. In areas where lot frontage is 80 feet or less, poles shall be located at or near property lines when possible~~~~unless specifically approved by the City Traffic Engineer.~~

~~S.~~G. Conduits shall be electrical PVC with a minimum size of 1 inch. Street crossings shall have a 1.5 inch minimum diameter. All conduit runs shall be clearly indicated on the plans showing the route from the power source (typically a SUB vault) to the street light.

~~Pole hand holes shall be used in lieu 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.~~

~~Junction boxes shall be placed near the base of each light as shown in Standard Drawing 5-22 (SD 5-22). All junction boxes used for the street lighting system shall have the words STREET LIGHTING displayed on the lid. (See Section 502 of the Springfield Standard Specifications for additional details.) Junction boxes shall not be placed in sidewalks or ramps. If there are more~~

~~than four (4) conduit stubs in the junction box, a junction box number 2 shall be used. Junction boxes located in the travel way shall be traffic load bearing junction boxes.~~

~~T.~~H. All electrical conductors shall be copper~~, THWN with a minimum size of Number 12 AGW~~.

~~U.~~I. When a service cabinet with a master photoelectric cell is provided, the service cabinet shall provide a photoelectric cell bypass/test switch, and contactor(s).

~~V. Luminaire poles shall not be placed along the outside of curves with a radius of less than 1000 feet.~~

~~W.~~J. A manufacturer's specification 'catalog cut sheet' shall be submitted for all materials for city review and approval prior to installation.

~~X.~~K. All new City street light poles shall have City pole tags installed on the pole 6 feet from ground level and facing the street or multi-use path that the light is on. The pole tags are provided by the City by contacting the Springfield Transportation Section. Use approved methods and materials for attachment.

~~Y.~~L. Conduit Plug – Wire Theft Deterrent
All new street lights shall be constructed with wire theft deterrents. Wire shall be glued inside the conduit to a depth of 8 inches at every conduit stub up at underground junction boxes. The conduit leading to the pole base shall not be glued. Conduit larger than 1 inch shall have approved polyester or fiberglass filler material installed 8 inches below the stub up end to prevent the adhesive from slumping. The proposed street lighting design shall include a note directing the contractor to install wire theft deterrents.

Construction adhesive meeting the following requirements shall be used. Approved manufacturer: PL Sealants – PL Premium Polyurethane Construction Adhesive

~~Z.~~M. Electrical Circuit Identification
A tag shall be attached to each conduit entering underground junction boxes. The following information shall be written on the tag with permanent marker: Voltage – 120 or 208 or 240; Circuit – Alpha or Numeric as shown on the plan set; Power Source – Utility name and pole or transformer number, distance from power source, and compass direction to source. The proposed street lighting design shall include a note directing the contractor to include lighting circuit identification tags.

Approved manufacturer: Brady – Yellow Color-Code Plasti-Tags Catalog # 56926, 3-1/2" H x 2-1/2" W, 10 Mil Plastic, with nylon tie.

~~**5.02.1.C Street Light Spacing**~~
~~Street lighting shall be engineered and designed to reflect the level of illuminance listed in Table 5-1. Weak point light = 0.1 foot candles minimum.~~

~~**Table 5-1: Average Maintained Horizontal Illuminance[1]**~~
~~**For Street and Pedestrian Facilities**~~

~~High Pressure Sodium Lamps~~

~~-~~	~~-~~	~~-~~	~~Concrete R1~~			~~Asphalt R3~~		
~~Street Classification~~	~~Pole Height~~	~~Area Class~~	~~Foot-Candles Required~~	~~Ave/Min~~	~~Lamp/Spacing~~	~~Foot-Candles Required~~	~~Ave/Min~~	~~Lamp/Spacing~~
~~Arterial 72' Street (2 Poles Opposite)~~	~~35'~~	~~Commercial~~	~~1.2~~	~~3:1~~	~~250w @ 210'~~	~~1.7~~	~~3:1~~	~~250w @ 170'~~
	~~35'~~	~~Intermediate~~	~~0.9~~	~~3:1~~	~~200w @ 210'~~	~~1.3~~	~~3:1~~	~~250w @ 210'~~
	~~35'~~	~~Residential~~	~~0.6~~	~~3:1~~	~~150w @ 210'~~	~~0.9~~	~~3:1~~	~~200w @ 210'~~
~~Collector 48' Street (poles on same side)~~	~~35'~~	~~Commercial~~	~~0.8~~	~~4:1~~	~~250w @ 210'~~	~~1.2~~	~~4:1~~	~~250w @ 170'~~
	~~35'~~	~~Intermediate~~	~~0.6~~	~~4:1~~	~~200w @ 210'~~	~~0.9~~	~~4:1~~	~~250w @ 210'~~
	~~30'~~	~~Residential~~	~~0.4~~	~~4:1~~	~~150w @ 200'~~	~~0.6~~	~~4:1~~	~~150w @ 190'~~
~~Local 36' Street (poles on same side)~~	~~30'~~	~~Commercial~~	~~0.6~~	~~6:1~~	~~150w @ 210'~~	~~0.9~~	~~6:1~~	~~200w @ 210'~~
	~~30'~~	~~Intermediate~~	~~0.5~~	~~6:1~~	~~150w @ 210'~~	~~0.7~~	~~6:1~~	~~150w @ 210'~~
	~~30'~~	~~Residential~~	~~0.3~~	~~6:1~~	~~100w @ 210'~~	~~0.4~~	~~6:1~~	~~100w @ 200'~~
~~Local 28' Street (poles on same side)~~	~~30'~~	~~Commercial~~	~~0.6~~	~~6:1~~	~~150w @ 210'~~	~~0.8~~	~~6:1~~	~~200w @ 210'~~
	~~30'~~	~~Intermediate~~	~~0.5~~	~~6:1~~	~~150w @ 210'~~	~~0.7~~	~~6:1~~	~~150w @ 210'~~
	~~30'~~	~~Residential~~	~~0.3~~	~~6:1~~	~~100w @ 210'~~	~~0.4~~	~~6:1~~	~~100w @ 210'~~

~~Areas with pole set behind sidewalks - 8' arm length~~
~~Areas with poles set between curb and sidewalk or in sidewalk - 6' arm length~~

Metal Halide Lamps								
-	-	-	Concrete R1			Asphalt R3		
Street Classification	Pole Height	Area Class	Foot-candles Required	Ave/Min	Lamp/Spacing	Foot-candles Required	Ave/Min	Lamp/Spacing
Arterial 72' Street (2 Poles Opposite)	35'	Commercial	1.2	3:1	400w @ 180'	1.7	3:1	400w @ 180'
	35'	Intermediate	0.9	3:1	250w @ 180'	1.3	3:1	400w @ 180'
	35'	Residential	0.6	3:1	150w @ 180'	0.9	3:1	250w @ 180'
Collector 48' Street (poles on same side)	35'	Commercial	0.8	4:1	400w @ 210'	1.2	4:1	400w @ 180'
	35'	Intermediate	0.6	4:1	400w @ 210'	0.9	4:1	400w @ 210'
	30'	Residential	0.4	4:1	150w @ 160'	0.6	4:1	150w @ 160'
Local 36' Street (poles on same side)	30'	Commercial	0.6	6:1	150w @ 170'	0.9	6:1	250w @ 170'
	30'	Intermediate	0.5	6:1	150w @ 170'	0.7	6:1	150w @ 170'
	30'	Residential	0.3	6:1	150w @ 170'	0.4	6:1	150w @ 170'
Local 28' Street (poles on same side)	30'	Commercial	0.6	6:1	150w @ 170'	0.9	6:1	150w @ 150'
	30'	Intermediate	0.5	6:1	150w @ 170'	0.7	6:1	150w @ 170'
	30'	Residential	0.3	6:1	150w @ 170'	0.4	6:1	150w @ 170'

Areas with sidewalks – 8' arm length
Areas with no sidewalks – 6' arm length

Decorative Metal Halide Lamps								
Local 36' Street (poles on same side)	12'	Residential	0.3	6:1	150w @ 100'	0.4	6:1	150w @ 100'
Local 28' Street (poles on same side)	12'	Residential	0.3	6:1	150w @ 100'	0.4	6:1	150w @ 100'

Public Access Way – Decorative Metal Halide Lamps					
Bike Paths 12' wide, (Pole 3' from edge, poles on same side)	12'	Access Way	.5	10:1	70w @ 120'

[1] Source: *American National Standard Practice for Roadway Lighting*. ANSI/IES RP-8-00. Illuminating Engineering Society of North America.

~~Residential Area Class~~
- ~~Low Density Residential~~
- ~~Medium Density Residential~~
- ~~High Density Residential~~
- ~~Residential Mixed Use~~

~~Commercial Area Class~~
- ~~Neighborhood Commercial~~
- ~~Community Commercial~~
- ~~Major Retail Commercial~~
- ~~Commercial Mixed Use~~

~~Intermediate Area Class~~
- ~~Booth Kelly/Mixed Use~~
- ~~General Office~~
- ~~Light Medium Industrial~~
- ~~Light Medium Industrial/Community Commercial~~
- ~~Campus Industrial~~
- ~~Heavy Industrial~~
- ~~Special Heavy Industrial~~
- ~~Quarry/Mining~~
- ~~Office Mixed Use~~
- ~~Employment Mixed Use~~
- ~~Residential Mixed Use~~

Table 5-1: Average Maintained Horizontal Illuminance[1] For Street and Pedestrian Facilities

Classification	Fixture Height	Foot Candles Required	Ave/Min	Lamp Spacing
Local 20' Curb to Curb (Poles on Same Side)	25	0.5	6 : 1	200'
Local 28' Curb to Curb (Poles on Same Side)	25	0.5	6 : 1	150'
Local 36' Curb to Curb (Poles on Same Side)	25	0.5	6 : 1	200'
Minor Collector 34' Curb to Curb (Poles on Same Side)	30	0.6	4 : 1	215'
Minor Collector 42' Curb to Curb (Poles on Same Side)	30	0.6	4 : 1	140'
Minor Collector 50' Curb to Curb (Poles on Same Side)	30	0.6	4 : 1	140'

5.02.1.D Conduit Size

A. Conduits shall be sized according to the requirements of the National Electrical Service Code (NESC) current edition.

B. All conduit runs shall be as direct from point to point as possible, shall remain within the right-of-ways, and maintain as straight an alignment as possible.

C. The minimum conduit size shall be 1 inch. All conduits under the street shall be a minimum of 1.5 inches in diameter. Conduits placed on SUB utility poles shall require 'stand-off' mountings and need to be specified in whole inch diameters.

D. A junction box shall be included at each end of street conduit crossings.

5.02.1.E Conductor Size

A. A catalog cut sheet with maximum starting and operating amperages information shall be included in the plans submittal to verify the wire sizing calculations.

B. A circuit diagram and load calculations shall be included on the plan sheets at the end of the lighting construction drawings.

C. The maximum voltage drop shall be two percent from the utility to the service equipment and three percent from the service to the farthest load.

D. Any suitable method for calculating voltage drop and conductor sizes may be used. Provide reference to any source of information.

5.02.2 Signals

5.02.2.A General

Signals shall be designed as specified in this Section. Consultants shall perform traffic signal designs using current National Electric Code (NEC), AASHTO, the Manual on Uniform Traffic Control Devices (MUTCD) and the Oregon Supplement to the MUTCD. This work shall consist of furnishing and installing a complete and functional traffic control system of controllers, signals and appurtenances as required by Springfield (See Division 500 of the Springfield Standard Construction Specifications based on ODOT Standards). The locations of signals shown on the plans can be approximate; the exact locations shall be established by the Engineer of Record in the field, unless relocated by the City Traffic Engineer. Please see section 5.04 regarding intersection analyses.

5.02.2.B Signal Design Standards

The traffic signal design shall be submitted on a separate sheet of the project plans. The design shall clearly show the following:

A. Existing and proposed topography including edge of pavement or curb line, center lines with stationing, lane use, striping, signing, sidewalks, sidewalk ramps, right-of-way lines, street names, driveways, adjacent lots, existing and proposed trees, and other topographical features as needed.

B. Existing lighting, poles, wiring, vehicle signals, pedestrian signals, overhead signs, traffic signal controller, service equipment, and all other equipment that needs to be removed. General notes shall state what is to be removed.

C. The location and specification of traffic signal poles, underground conduit, traffic signal loops or detection zones, traffic signal wiring, junction boxes, vehicle signals, pedestrian signals, pushbuttons, pushbutton instruction signs, overhead signs, traffic signal controller, service equipment, pre-emption devices, existing power sources, and all other equipment needed to install the signal.

D. A loop detector wiring diagram showing loop number, phase, function, slot number, and notes for symbols and details used and/or video camera detection details.

E. A normal phase rotation diagram and fire preemption operation diagram for the intersection.

F. Interconnect cable.

G. Bus rapid transit priority equipment.

H. Radio communication equipment.

Each signal component shall be identified using the ODOT drafting symbol library and the corresponding legend. Submitted plans shall follow the Springfield Standard Specifications, Drafting Standards Section 9, and Standard drawings related to traffic signals.

All public signal designs shall be prepared by an engineering firm capable of performing such work. The engineer shall be licensed by the State of Oregon.

5.02.2.C Induction Loops

Induction loops shall be constructed as specified in Standard Drawing 5-12.

A. Loops shall not be cut into the final lift of new asphalt.

5.02.2.D Conduit

A separate conduit shall be used for low voltage and high voltage circuits, such as: signal circuits, detector circuits, service wires, and 240 volt or greater illumination circuits. Metal conduit shall be coated in corrosive soil areas. Schedule 40 PVC conduit shall be used for all signal, interconnect, and lighting designs. Conduit sweeps shall conform to current ODOT standards.

5.02.2.E Junction Boxes

A. Junction boxes shall not be placed in sidewalks or ramps.

B. Junction boxes shall be sized to meet current ODOT standards.

C. Junction boxes located in the travel way shall be traffic load bearing junction boxes.

5.02.2.F Power Source

A. A separate post or pedestal shall be provided for service. Refer to current ODOT standards.

B. Power source shall be underground from power source to meter.

C. Meter and service cabinet shall be mounted as close to the controller as practical.

D. Service equipment shall not be mounted on the controller cabinet.

E. Power shall be run underground from service cabinet to controller.

5.03 BICYCLE FACILITIES

5.03.1 General

All bicycle facilities shall conform to the latest addition of the Oregon Bicycle and Pedestrian Plan, Oregon Bike and Pedestrian Design Guidelines, the Springfield Bicycle Plan, ~~TransPlan~~City of Springfield Transportation System Plan, the Regional Transportation System Plan, AASHTO guidelines, and applicable Sections of the Springfield Development Code (SDC).

5.03.2 Design Standards

A quick reference table on ~~bikeway~~ bike lane and multi-use path design standards is shown below.

Table 5-2: ~~Bikeway~~ Quick Reference Bike lanes and Multi-Use Path Design Standards

Bike Lane	6 feet
Shoulder ~~Bikeway~~Bike Lane	6 feet
Multi-Use Path	10 feet with 2 foot wide gravel shoulders on each side (see SDC 4.2-150), unless otherwise specified in Springfield Transportation System Plan
~~Multi-Use Path (High Use)~~	~~12 feet with 2 foot wide gravel shoulders on each side~~
Bike Lane Stripe	8 inches
Shoulder Stripe	4 inches
Vertical Clearance	10 feet
Pavement Thickness	Shall be designed to withstand an 80,000lb load and withstand frost heave

5.03.3 Bike Lanes

Bike lanes are ~~implemented on urban arterial, major collector streets, and rural streets near urban areas where high potential bicycle use could be present~~required on arterial and collector streets. SDC 4.2-105.C and Table 4.2-1. Bike lanes shall have an 8 inch lane stripe and thermoplastic bike stencils. Motorists are not permitted in the bike lanes for driving or parking, but may use the bike lanes for emergency maneuvers or breakdowns.

The standard width of a bike lane is 6 feet, measured from the center of the stripe to the edge of pavement. See SDC 4.2-105.C and Table 4.2-1. ~~The minimum bike lane width is 4 feet on open shoulders and 5 feet from the face of a curb, guardrail or parked cars.~~ Bike lanes wider than 6

feet may be required in areas of very high use, on high-speed facilities where wider shoulders are warranted, or where they are shared with pedestrians. Adequate markings shall be used to discourage motorists from using the bike lane as a travel-way or parking lane. At a minimum, bike lane pavement markings designating the facility to discourage automobile use must be placed at all street intersections in both directions.

Where a bike lane is to be designed adjacent to a parking lane, its location will be reviewed and evaluated by staff on a case by case basis as there may be a variety of elements that may need to be taken into consideration.

Bike lanes on one-way streets shall be on the right side of the street, except in the case where a left-side bike lane would cause fewer conflicts, and the bicyclist~~e~~ can return to the right safely. See SDC 4.2-105.C and Table 4-2.1, footnote (3).

5.03.4 Bicycle Parking

Refer to the SDC Sections 3.4-270G.13 and 14, and 4.6-140~~.~~-155 for the minimum required bicycle parking spaces and additional bicycle parking standards.

5.03.5 Multi-Use Paths

A. A ~~two-way~~ multi-use path ~~shall~~ must be paved a minimum width of 10 feet. See SDC 4.2-150.C.

B. The path design ~~shall~~ must include a 2 foot or greater clear distance on both sides of the multi-use path. This area ~~shall~~ must be at the same slope as the path. See SDC 4.2-150.C.

C. The overhead clearance ~~shall~~ must be a minimum of 10 feet, unless additional overhead clearance is required for fire access as determined by the Fire Marshal.

D. Where a path is parallel and adjacent to a street, there ~~shall~~ must be a 5 foot or greater width separating the path from the edge of the street, or a physical barrier of sufficient height ~~shall~~ must be installed. See SDC 4.2-150.D.

E. Multi-use paths ~~shall~~ must be strong enough to support maintenance vehicles and emergency vehicles.

F. The maximum grade shall be 5 percent for bicycle use.

G. If a fence or railing is used along a path, the height, openings in the railing, and rub-rail requirements shall comply with AASHTO standards. Lighting shall be installed on multi-use paths. See SDC 4.2-150.E and the lighting standards for recommended illumination in Section 5.02.

5.03.6 Striping and Signing

A. Plastic bike stencils ~~shall~~ must be placed at all street intersections in both directions~~after most intersections~~.

B. Additional stencils may be placed on long sections of street with no intersections. The correct spacing in feet is equal to the designated travel speed (mph) multiplied by 40.

C. All bicycle striping going through an intersection or crossed by high volume traffic shall be thermoplastic striping.

D. Signs shall have a 3 foot lateral clearance from the edge of the path. The bottom of signs shall be 5 feet above the path. Signs placed over a path shall have a minimum vertical clearance of 8 feet.

5.03.7 Protected ~~Bikeways~~Bike Lanes

P~~If p~~rotected ~~bikeways~~ bike lanes or "cycle tracks" ~~are proposed, they~~must be reviewed and approved by the City Traffic Engineer.

5.03.8 Other Bicycle Facilities

Other bicycle facilities may be designed such as but not limited to bicycle boulevards, lanes, routes, parking, and paths but shall be evaluated on a case by case basis to ensure the proper safety for all users.

5.04 INTERSECTION CONTROL

When a project includes reconstructing or constructing new intersections, all intersection control types will be evaluated using Springfield's "Intersection Control Checklist" provided in Appendix 5.A.

5.04.1 Roundabouts

All roundabouts on City streets shall be designed by the City of Springfield Transportation Section staff. Private developers shall arrange for these services from Springfield staff as part of their planning for developments which include a proposed roundabout.

Roundabouts shall be constructed in concrete unless otherwise approved by the City Engineer.

5.05 MEDIANS

Section 5.05.1 General median description, 5.05.2A Raised Median Width and Size, and 5.05.2A Length of a Raised Median are requirements ~~per~~adopted in SDC 4.2-105.F. Where these sections conflict with the Springfield Development Code, the Development Code prevails.

5.05.1 General

Medians are provided to ~~prevent accidents~~deter crashes caused by crossover traffic, head light glare distraction, traffic turning left from through lanes, refuge for pedestrians crossing the street, and to remove turning traffic from through lanes thereby maintaining efficient and safe traffic flow.

A median is defined as an area between traffic lanes for control of vehicle movements or for pedestrian refuge. Within the intersection area, a median or an outer separation is considered to be an island.

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."

~~**5.05.2 Median Location Criteria**~~

~~A. Medians may be required on arterial and collector streets if any of the following conditions are met:~~

~~1. There are two or more through traffic lanes in each direction on the street being accessed;~~

~~2. The street being accessed has a crash rate of over one crash per million vehicle miles traveled, and currently has a two-way left turn lane or exclusive left turn lane.~~

~~3. Topography and horizontal or vertical street alignment result in inadequate left-turn intersection sight distance along a street segment and it is impractical to relocate or reconstruct the connecting approach street or it is impractical to reconstruct the street in order to provide adequate sight distance.~~

~~B. If the forecast Peak Hour Flow exceeds 600 vehicles per lane, or if the forecasted Peak Hour Flow is less than 600 vehicles per lane but the posted speed limit is 45 miles per hour or higher, a vehicular restrictive median at least 6 feet wide shall be considered.~~

~~C. A raised median pedestrian refuge island shall be considered on streets that have a posted speed limit of 30 miles per hour or higher where large pedestrian volumes and high traffic volumes make pedestrian crossings difficult. Enhanced signing, marking and beacons may be required in cases where the pedestrian is exposed to high threat traffic.~~

5.05.2~~3~~ Design Standards

Landscaping and irrigation shall be installed when directed by the City Traffic Engineer. A detailed median design plan shall be included in the public improvement plan set on a separate sheet and approved by the City Traffic Engineer.

5.05.2~~3~~.A Length of Median

The length of a median is determined based on the storage length requirements as determined in the Traffic Impact Study (T.I.S.), based on safety and/or operational efficiency needs of the street first and the access second, and as approved by the City Traffic Engineer.

The usable length of a pedestrian refuge area along a street shall not be less than 8 feet or the width of the crosswalk, whichever is greater. The median length shall not be less than 30 feet.

5.05.2~~3~~.B Median Width

Elongated medians intended to deter turning movements shall be a minimum of four (4) feet wide and no less than 150 square feet in area. ~~shall not be less than 4 feet wide.~~ In special cases, where right-of-way is limited, elongated islands may be as narrow as 2 feet, except when used as pedestrian refuge areas.

Pedestrian refuge medians shall be at least 8 feet wide unless special circumstance limits the width possible. In no case shall a pedestrian median be less than 6 feet wide.

~~The minimum desirable width of a median that will accommodate a turning lane is 16 feet. Where right-of-way is limited, a median width of 12 feet can be used with a 10-foot turning lane.~~

~~Triangular medians shall be at least 75 square feet and preferably 100 square feet.~~

5.05.2~~3~~.C Median Openings
Median openings that allow left turns in both directions shall be not less than 50 feet nose to nose. All median turn lanes and openings shall be designed for at least a WB50 truck, and a WB67 truck on designated truck routes.

5.05.2~~3~~.D Median Types
The type of median shall be determined by the City Traffic Engineer.

5.05.2~~3~~.E Visibility
Fixed objects shall not normally be permitted on medians. Planting shall be located so as not to violate sight distance standards or the turning radius of emergency apparatus.

5.05.2~~3~~.F Access to Required Fire Features
Where access to an existing fire protection feature (i.e. fire hydrant, fire lane or other required fire protection feature) is limited by a median installation, the Fire Marshal shall be consulted in order to evaluate an equivalent fire protection feature.

5.06 ROADSIDE FEATURES

5.06.1 General
Miscellaneous features included herein shall be developed and constructed to encourage the uniform development and use of roadside features wherever possible. Any roadside facility installed in the public right-of-way shall first be permitted and reviewed by the City Traffic Engineer for safety evaluation.

5.06.2 Design Standards
The design and placement of roadside features included in this Section shall comply with the specific requirements listed for each feature.

5.06.3 Mailboxes
A. Mailbox supports shall be 4 inches by 4 inches or 4½-inch diameter wood posts, or a metal post with no greater than a 2 inch-diameter standard strength steel pipe, with a height of 42 inches to the bottom part of box, embedded no more than 24 inches into the ground with a lateral distance of 6 to 12 inches from the edge of curb, or 8 to 12 inches from edge of pavement if there is no curb. For example, a single two-pound-per-foot U-channel support would be acceptable under this structural limitation. Mailbox supports shall not be set in concrete unless the support design has been shown to be safe by crash tests.

B. Mailbox-to-post attachments shall prevent mailboxes from separating from their supports under vehicle impacts.

C. Multiple mailbox installations shall meet the same criteria as single mailbox installations. Multiple support installations shall have their supports separated a minimum distance of 4 feet above ground. This distance shall be 12 inches for a single support.

D. Neighborhood delivery and collection box units are owned by the U. S. Postal Service and are a specialized type of multiple mailbox installation that shall be located outside the clear zone.

See ODOT Standard Drawing RD 100 for Mailbox Installation drawings.

5.06.4 Roadside Traffic Barriers

See *AASHTO, Roadside Design Guide* for Roadside Traffic Barrier design requirements.

5.06.5 Signing

A. See City Standard Drawing 5-18 for sign installation details.

B. See the latest edition of the *Manual on Uniform Traffic Control* (MUTCD) and Oregon Supplements to the MUTCD for specific signs.

C. Street name signs:

1. Street name signs shall be erected to identify street intersections in both urban and rural areas. In residential districts at least one sign is required at each intersection. In business districts or on major arterialees, street name signs shall be placed on diagonal corners so that they will be on the near left-hand and far right-hand side of the intersection for traffic on the major street.

2. The sign shall be white letters on a green background.

3. Street name signs shall be mounted a minimum of 9 feet above the pavement.

D. Signs shall be placed on street light poles when practicable.

5.07 MISCELLANEOUS

5.07.1 Turn Bay Lengths

The elements of a turn bay are comprised of four components which include:

d_1 = distance traveled during the perception-reaction time
d_2 = distance traveled while driver decelerates and maneuvers laterally
d_3 = distance traveled during full deceleration and coming to a stop
d_4 = storage length

The physical length of the turn bay excludes the distance traveled during perception-reaction time.

- It shall be designed so that a turning vehicle will develop a speed differential of 10 mph or less at the point it clears the through traffic.
- The length of the bay shall allow the vehicle to come to a comfortable stop prior to reaching the end of the expected queue in the turn bay.
- The deceleration/maneuver distance ($d_2 + d_3$) is found in table 5-5.
- The turn bay shall be longer than the queue in the adjacent through lane so that entry is not blocked.

Limiting conditions may only be used if approved by the City Traffic Engineer.

TABLE 5-3: Upstream Functional Intersection Area, Excluding Storage, in Feet[1]

	Desirable Conditions		Limiting Conditions	
Operating Speed (mph)	Maneuver Distance [2] [6] ($d_2 + d_3$)	PIEV[3] Plus Maneuver Dist. ($d_1 + d_2 + d_3$)	Maneuver Distance [4] [6] ($d_2 + d_3$)	PIEV[5] Plus Maneuver Dist. ($d_1 + d_2 + d_3$)
20	70	130	70	100
25	110	185	105	140
30	160	250	145	190
35	215	320	190	240
40	275	395	245	305
45	345	475	300	365
50	425	570	365	440
55	510	670	435	515
60	605	780	510	600
65	710	900	590	685
70	820	1025	680	785

[1] Rounded to 5 feet
[2] 10 mph speed differentials, 5.8 fps^2 deceleration while moving from the through lane into the turn lane; 6.8 fps^2 average deceleration after completing lateral shift into the turn lane
[3] 2.0 second perception-reaction time
[4] 10 mph speed differential; 5.8 fps^2 deceleration while moving from through lane into the turn lane; 9.2 fps^2 average deceleration after completing lateral shift into the turn lane.
[5] 1.0 second perception-reaction time
[6] Assumes turning vehicle has "cleared the through lane" (a following through vehicle can pass without physically encroaching on the adjacent through lane) when the turning vehicle has moved laterally 10 ft. Also assumes a 12 ft. lateral movement will be completed in 3.0 seconds.

Source: *Vergil G. Stover and Frank J. Koepke, Transportation and Land Development, Institute of Transportation Engineers, Prentice-Hall, Inc., 1988, 2nd edition in preparation.*

5.07.2 Sight Distance

The minimum sight distance available on a street shall be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path. Sight distance at every point along the street shall be at least that required for a below-average operator or vehicle to stop in this distance.

Table 5-4: Clear Distance to See Sign[1]

Speed Limit (MPH)	Non-Critical Signs[1] (FT.)	Critical Signs[2] (FT.)
30	150	250
40	200	350
50	250	450
60	300	600

[1] Source: *Vegetation Control for Safety*, USDOT, FHWA

[2] Critical signs are STOP, YIELD, DO NOT ENTER, ONE WAY, WRONG WAY, and other regulatory signs or warning signs. Non-critical signs are destination guide signs, parking regulations, or information signs.

Stopping sight distance shall be designed in accordance with the current standards specified in *A Policy on Geometric Design of Highways and Streets* published by AASHTO.

At intersections, a vision clearance triangle shall be maintained. In addition to AASHTO sight distance requirements, refer to SDC 4.2-130 for requirements.

5.07.3 Bus Turnout

A turnout is a specialized bus stop where passengers who board and de-board a bus can load in an area that is separated from the traffic lanes. Turnouts are appropriate in certain conditions. A properly marked turnout also serves as a reminder of the availability of transit service.

It is important that turnouts be properly designed with sufficient length to allow for easy and safe flow by the bus in and out of traffic. If there is a high traffic volume on the street, efficient bus operation may require that the timing of nearby traffic signals be designed to ensure that there will be sufficient gaps in the traffic to allow the bus to pull back into the traffic flow.

Safety and traffic flow are important considerations in deciding whether to install a turnout. Turnouts may be helpful on streets that function with higher speeds (over 35 miles per hour) because there is less risk of a rear-end collision while the bus is stopped to board or deboard passengers. A bus stopped at a turn out, will also not impede traffic flow, which could be a significant advantage for traffic operation on the street, particularly if the stop time is long due to high passenger activity or boardings by people who use wheelchairs and other mobility devices.

Installing turnouts on streets that function with speeds of 35 mile per hour or less shall be approached with caution. If there is high volume traffic (exceeding 600 vehicles per hour) for all or part of the day, with few gaps in traffic flow, it may take an extended amount of time for the bus to safely enter the travel lane after a stop, resulting in longer travel time for transit riders and higher operational costs. This could be mitigated by the use of traffic control signals, or queue jumpers at a nearby intersection.

Bus turnouts shall be designed as specified in the current standards in "A Policy on Geometric Design of Highways and Streets", "Guide for Design of High-Occupancy Vehicle and Public Transportation Facilities", and "Guidelines for the Location and Design of Bus Stops" published by AASHTO. The following standards are from "A Policy on Geometric Design of Highways and Streets".

The interference between buses and other traffic can be considerably reduced by providing turnouts on arterials. The bus turnout shall include a deceleration lane or taper, a standing space long enough to accommodate the maximum number of vehicles expected to occupy the space at one time, and a merging lane to reenter the travel way.

The deceleration lane shall be tapered at an angle flat enough to encourage the bus operator to pull completely clear of the through lane before stopping. A taper of 8:1, longitudinal to transverse is a desirable minimum.

The boarding area shall provide 50 feet of length for a standard bus and 60 feet of length for an articulated bus. When two or more buses that use the stop at the same time use the equation; [50'+65'(x-1)], x = number of buses. The width shall be at least 10 feet, preferably 12 feet. The merging or reentry taper shall not be sharper than 8:1.

5.07.4 Bus Stop Locations

A. A transit or bus stop is a designated place along a transit route where a public transit vehicle stops to allow passengers to board and deboard. General decisions about where to locate a stop are based on the following criteria:

1. Distance between Stops: The standard distance between bus stops on a standard local route is 750-1300 feet. Bus stops shall be installed when service is needed in each direction at the same intersection where practicable. Lane Transit District (LTD) can operate service most effectively by balancing customer convenience and accessibility to the service with the need to retain operational speed and efficiency.

2. Safety for Passengers: Stops are placed in areas where passengers can have a safe and direct access to sidewalks, walkways, and waiting areas. Stops shall be placed so that there is adequate sight distance between bus operators and waiting customers. A safe environment shall also be provided for all necessary operational movements. It is important for passengers with disabilities, or other needs, especially those who use wheelchairs, mobility devices or have children in strollers to have an accessible route to and from the bus door.

3. Convenient Access: In order for public transit to be effective, passengers must be able to access service that is close to major passenger destinations. It should also be easy for passengers to transfer from one bus to another, either at the same bus stop or to one on a nearby cross street.

4. Operational Characteristics: A properly developed bus stop allows for safe movement by the bus into and out of the traffic flow with ~~a~~ minimal ~~um~~ ~~of~~ delay. If the stop is on a heavily used transit corridor, there may be a need to accommodate two or possibly more buses using the stop at the same time. Turnouts may be desirable in some cases.

B. The actual position of a bus stop from a street intersection can depend on transit operations, safety, bus riders' needs, traffic flow, parking, physical roadside constraints (trees, poles, driveways, etc.) and property concerns. There are three basic types of bus stop locations along a street: far-side, near-side, and mid-block bus stops.

Far-Side Bus Stop: A bus stop that is located immediately following an intersection and is recommended for use when:

1. Traffic in the direction the bus is traveling is heavier approaching the intersection than leaving the intersection.

2. There is a high demand for right turns in the direction the bus is traveling.

3. The crossing street is a one-way street where traffic flows from left to right.

4. A preferred bus stop length is 90 feet measured from the crosswalk to the bus stop sign.

Near-Side Bus Stop: A bus stop that is located immediately before an intersection and is recommended for use when:

1. Traffic in the direction the bus is traveling is heavier leaving the intersection than approaching the intersection.

2. The cross street is one-way where traffic flows from the right to left.

3. The location is one that offers a clear advantage for transit riders by providing improved access to a major destination or to other intersecting bus routes.

4. The preferred length is 90 feet measured from the crosswalk to the bus stop sign.

Mid-Block Bus Stop: A bus stop that is generally located 100 feet or more before or beyond an intersection and is recommended for use when:

1. Traffic or physical street characteristics prevent siting a stop close to an intersection.

2. The distance between intersections will far exceed the standard for bus stop spacing.

3. The bus stop serves large businesses, housing developments or other significant trip generators. Generally, activity is limited to the bus stop side of the street. If there is a mid-block crosswalk, the stop shall be placed on the far side of the crosswalk so motorists and pedestrians can have clear sight lines.

4. The preferred length is 100 feet measured from the crosswalk to the bus stop sign.

C. Even if a chosen bus stop location fits a recommended description for one of the types than others, both LTD and Springfield need to consider the advantages and disadvantages in their location decision. Common advantages and disadvantages of each type are listed below.

Table 5-5: Bus Stop Locations

Near-Side

Advantages	Disadvantages
Minimizes interferences when traffic is heavy on the far side of the intersection.	Conflicts with right turning vehicles are increased.
Passengers access buses closest to crosswalk.	Stopped buses may obscure curbside traffic control devices and crossing pedestrians.
Intersection available to assist in pulling away from curb.	Sight distance is obscured for crossing vehicles stopped to the right of the bus.
No double stopping.	The through lane may be blocked during peak periods by queuing buses.
Buses can serve passengers while stopped at a red light.	Increases sight distance problems for crossing pedestrians.
Gives bus operator the opportunity to look for oncoming traffic including other buses with potential passengers	

Far-Side

Advantages	Disadvantages
Minimizes conflicts between right turning vehicles and buses.	Intersections may be blocked during peak periods by queuing buses.
Provides additional right turn capacity by making curb lane available for traffic.	Sight distance may be obscured for crossing vehicles.
Minimizes sight distance problems on approaches to intersection.	Increases sight distance problems for crossing pedestrians.
Encourages pedestrians to cross behind the bus.	Stopping far side after stopping for a red light interferes with bus operations and all traffic in general.
Requires shorter deceleration distances for buses.	May increase number of rear-end accidents since drivers do not expect buses to stop again after stopping at a red light.
Gaps in traffic flow are created for buses re-entering the flow of traffic at signalized intersections.	

Mid-Block

Advantages	Disadvantages
Minimizes sight distance problems for vehicles and pedestrians.	Requires additional distance for no-parking restrictions.
Passenger waiting areas experience less pedestrian congestion.	Encourages patrons to cross street at midblock (jaywalking).
	Increases walking distance for patrons crossing at intersections.

D. Operating convenient, safe, and efficient transit service means that there shall be sufficient service and sufficient amounts of curb space for bus stops. Aligning a bus

parallel to a curb or street edge is important for boarding and deboarding riders, especially those who use wheelchairs, mobility devices such as walkers, child strollers or carts.

E. If a stop is located at a mid-block location on a collector or arterial street, a pedestrian actuated control device and street lighting may be required to be installed at the discretion of the City Traffic Engineer.

5.07.5 Bus Stop and Shelter Layout

Bus stop sign poles shall be located a minimum of 1 foot 6 inches, with 2 feet preferred, from the curb face to assure both visibility and clearance from passing vehicles.

Passenger shelters are generally placed in bus stop locations where there are 30 or more boardings per day.

~~**5.08 PARKING LOT DESIGN**~~

~~Parking lot design shall comply with the latest edition of the Institute of Transportation Engineers (ITE) Transportation and Land Development reference book and applicable Sections of the SDC.~~

5.09 ON STREET PARKING

On street parking shall be designed to aid in the safe and efficient mobility of pedestrians, bicyclists, and vehicles. When designing on street parking, please refer to the AASHTO 'A Policy On Geometric Design of Highways and Streets', ITE guidance, the Springfield Downtown Parking Study, the Institute of Traffic Engineers design guidance, the Springfield Development Code, and any relevant refinement plans.

When parking is only allowed on one side of the street, parking shall be located on the side of the street that has pedestrian amenities.