

- I. The following sections of Springfield Development Code Chapter 3 Land Use Districts are amended as follows to add references to Section 3.4-400 DMU Plan District and to delete references to Downtown that will no longer apply.

Section 3.2-600 Mixed-Use Zoning Districts

3.2-605 Establishment of Mixed-Use Zoning Districts

E. The Downtown Mixed-Use Commercial (DMUC) and Downtown Mixed-Use Residential (DMUR) Districts are applicable to certain portions of the Downtown as specified in the Downtown Refinement Plan. See Section 3.4-400 for a description of these districts and Section 3.4-410 for the schedule of permitted uses. (Ord #)

3.2-610 Schedule of Use Categories

Operation, maintenance, repair, expansion and replacement of automobile, light truck sales, new and used, including accessory repair garages, parts and accessory sales on land where such uses lawfully existed as of June 3, 2002, owned, leased and controlled by a single entity	P	N	N
	*Only in Downtown Mixed-use area		

3.2-615 Base Zone Mixed Use Development Standards

Landscaped Setbacks(2), (3), and (4) and (5)

Maximum Building Height(65)

~~(2) There are no setback requirements for buildings in the Downtown Exception Area.~~

~~(32)~~ Where an easement is larger than the required setback standard, no building or above grade structure, except a fence, shall be built on or over that easement.

~~(43)~~ When additional right-of-way is required, whether by City Engineering standards, the Metro Plan (including the TransPlan), or the City's Conceptual Street Plan, setbacks are based on future right-of-way locations. Right-of-way shall be dedicated prior to the issuance of any building permit that increases required parking.

~~(54)~~ Architectural extensions may protrude into any 5-foot or larger setback area by not more than 2 feet.

~~(65)~~ Incidental equipment may exceed these height standards. In the MUE District, incidental equipment exceeding the height standards cannot occupy additional floor space.

3.2-625 Mixed-Use District Development Standards—General

B. Building Orientation and Maximum Setbacks. Intent: To the greatest extent practicable, all new buildings in a mixed-use development shall be oriented toward both exterior and internal streets in a manner that accommodates pedestrian comfort, convenience and safety.

~~1. In the Downtown Mixed Use Area, buildings shall be oriented towards fronting streets in a manner that frames and defines both streets and pedestrian areas along those streets. The maximum building setback in the Downtown Mixed Use Area is 10~~

feet. Buildings in this area shall not be separated from fronting streets by off-street parking, vehicle circulation aisles or drive-thru lanes.

EXCEPTIONS: Street setbacks in the Downtown Mixed Use Area may be approved by the Director when:

~~a. The building design incorporates public seating, plazas, or other usable public space as specified in Subsection G. below;~~

~~b. The building design incorporates landscaped stormwater quality facilities within the setback area that also enhance the pedestrian scale, orientation and interest;~~

~~c. Necessary to preserve existing healthy mature trees; or~~

~~d. Necessary to accommodate handicapped access requirements.~~

~~2. Parking in the Downtown Mixed Use Area shall be located beside or behind buildings, internal to development on a site. For existing development sites, outparcel buildings between a large parking lot and the street shall be used to help define the streetscape, and lessen the visual impact of the parking lot from the street.~~

~~3. Public entrances to all new buildings in the Downtown Mixed Use Area shall be visible from the street and oriented so that pedestrians have a direct and convenient route from the street sidewalk to building entrances.~~

41. In MUC Districts outside of the Downtown Mixed Use Area, buildings may be set back from fronting public or private streets, but shall be connected to those by a continuous internal sidewalk (and as needed, sidewalk crossings). This internal sidewalk network shall connect customer entrances of buildings on a development site with one another and with fronting public sidewalks or rights-of-way. The internal sidewalks shall be at least 5 feet wide. The internal sidewalk network shall connect transit stops or station to buildings on the development site to form a direct and convenient pedestrian connection with these transit facilities.

~~5. The proposal contains an equally good or superior way to achieve the intent of Subsections 1. through 4., above.~~

3.2-630 Mixed-Use Development Standards—Specific

A.

~~3. Minimum Floor Area Ratio. A minimum floor area ratio (FAR) of .40 shall be required for all new development or redevelopment in the MUC portion of the Downtown Mixed Use Area. A FAR of .30 is required for new development on lots/parcels greater than 1 acre in the MUC District outside of the Downtown Mixed Use Area. FAR is defined~~

for this purpose as the amount of gross floor area of all buildings and structures on the building lot/parcel divided by the total lot/parcel area.

~~**EXCEPTION:** Existing auto and truck dealerships in the Downtown Mixed Use area as specified in Subsection 3.2-610 under the automotive and truck sales, storage, repair and service category are exempt from the minimum floor area ratio requirement.~~

3.4-100 Plan Districts

The following Plan Districts are established:

Section	Plan District Name	Related Refinement Plan/Study
3.4-200	Glenwood Riverfront Mixed-Use	Glenwood Refinement Plan
3.4-300	Booth-Kelly Mixed-Use	Downtown Refinement Plan
<u>3.4-400</u>	<u>Downtown Mixed-Use</u>	<u>Downtown Refinement Plan</u>

- II. The following sections of SDC Chapter 4 Development Standards are amended as follows to address Specific Development Standards applicable to “S” uses in the Downtown Mixed-Use (DMU) MU Plan District:

Section 4.7-100 Specific Development Standards

4.7-143 Downtown Mixed-Use Plan District

Section 4.7-143 Downtown Mixed-Use Plan District.

A use specified in Section 3.4-410 as an “S” use is permitted in the DMU Plan District subject to the DMU Plan District standards and the Specific Development Standards listed below:

A. Parking Lots and Parking Structures, Public and Private. Private parking lots are permitted when incidental to a primary site use. All parking lots and structures shall be designed in conformance with the DMU design standards in Section 3.4-430 and 3.4-435.

B. Manufactured unit as temporary construction office. A manufactured dwelling, provided it meets City and State construction and safety standards for the proposed use, may be used for a temporary construction office until the construction is complete.

C. Child Care Facilities.

1. Shall meet Oregon Child Care Division (CCD) regulations; and

2. Outdoor activity areas shall be enclosed by a 6-foot high sight-obscuring barrier (building, wall or fence) designed in conformance with the DMU standards in Section 3.4-435; and

3. Circulation and entrances shall be designed in conformance with the DMU standards in Section 3.4-430 and 3.4-435.

D. Drive-up restaurants and espresso shops. Drive-up uses may conflict with safe and convenient movement of pedestrians and bicycles within the Downtown Mixed-Use (DMU) Plan District. A drive-up restaurant or espresso shop use, for the purposes of this Section, is defined as a business activity involving buying or selling food or beverage wherever one of the parties conducts the activity from within a motor vehicle. Facilities usually associated with a drive-up usually involve queuing lines, service windows, service islands, and service bays for vehicular use. Drive-up uses are therefore not permitted in the DMU Plan District unless the use is within the primary building, incidental to a primary site use, and when designed in conformance with the following standards:

1. The drive-up use shall be limited to service windows which are part of a primary use structure and one lane;

2. Drive-up facilities shall be designed so that circulation and drive-up windows are not adjacent to sidewalks or between buildings and the street, and the design conforms with the DMU design standards in Section 3.4-430 and 3.4-435.

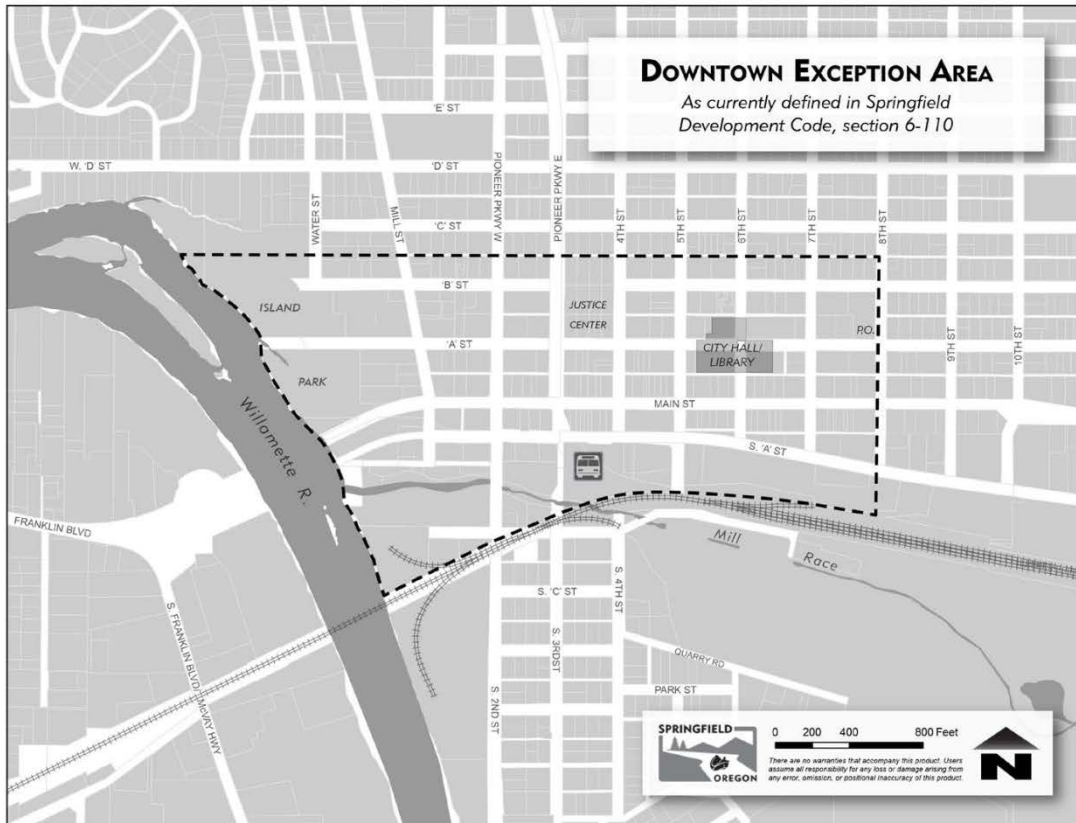
E. Small scale repair and maintenance services. Services shall take place entirely indoors, and buildings shall be constructed and utilized to ensure that noise or odor do not disturb the Downtown business district and residential uses.

(Ord. #)

III. SDC Chapter 6 Definitions, Section 6.1-110 is amended as follows to address meaning of specific words or terms used in the Downtown Mixed-Use (DMU) MU Plan District:

Downtown Exception Area. An area defined by the Willamette River on the west, 8th Street on the east, the alley between north B and north C Streets on the north, and a line north of the Southern Pacific Railroad tracks on the south.

Map



Green Infrastructure (G.I.). Stormwater management practices and facilities designed to capture and treat stormwater at its source while delivering environmental, social, and economic benefits. G.I. approaches infiltrate, evapotranspire or reuse stormwater, with significant utilization of soils and vegetation rather than traditional hardscape collection, conveyance and storage structures. G.I. facilitates or mimics natural processes that also recharge groundwater, preserve baseflows, moderate temperature impacts, and protect hydrologic and hydraulic stability. Common green infrastructure approaches include green roofs, trees, rain gardens, vegetated swales, pocket wetlands, infiltration planters, vegetated median strips, reforestation, and protection and enhancement of riparian buffers and floodplains.

Liner building. A thin building that lines the edge of a street, plaza, or other public space to provide spatial enclosure and human scale, and often used to buffer a blank wall, parking deck or parking lot.

Pedestrian district. A comprehensive plan designation or implementing land use regulations, that establish requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity. Such areas include but are not limited to:

(a) Lands planned for a mix of commercial or institutional uses near lands planned for medium to high density housing; or

(b) Areas with a concentration of employment and retail activity; and

(c) Which have or could develop a network of streets and accessways which provide convenient pedestrian circulation.

Pedestrian scale. Site and building design elements that are dimensionally less than those intended to accommodate automobile traffic, flow and buffering. Example: ornamental lighting of limited height.

Step back. An upper level setback from the property line or build-to line employed to reduce the perceived height and bulk of a multi-story building as viewed from street level. A step back refers to the upper façade of a building that is recessed from the lower façade of the building.