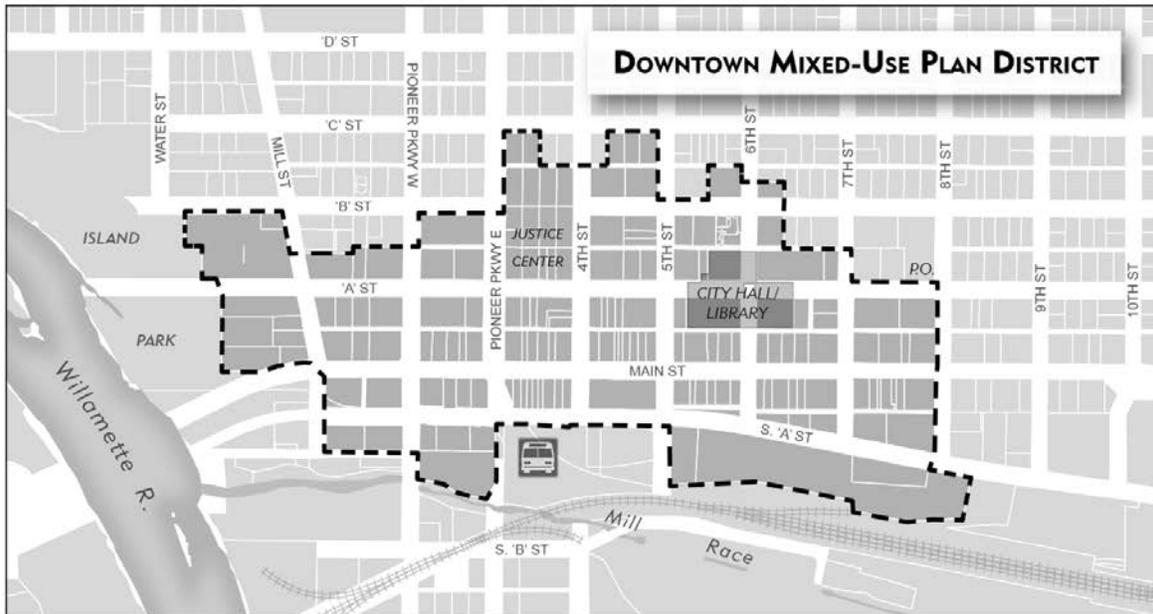


Downtown Design Standards – Proposed Code Amendments

The attached draft amendments to the Springfield Development Code (SDC) implement Downtown Design Standards for lands located within the Downtown Refinement Plan Mixed-Use Area, as depicted in the map below.



Springfield’s Downtown business district is currently attracting a mix of businesses, activities and land uses with broad community appeal. The City Council directed staff to prepare a set of design standards to ensure that the design of new development contributes positively to Downtown’s unique pedestrian scale streetscape character, welcoming ambience and economic success. The proposed Downtown Mixed-Use Plan District code amendments:

- Establish a new “Downtown Mixed-Use Plan District” section in the Springfield Development Code to provide one unified set of streetscape, site and building design standards;
- Constitute a focused “tune up” of the City’s design standards currently applicable to the Downtown to clean up, clarify and update existing standards while addressing multiple applicable regulatory boundaries;
- Will apply to development (as specified in SDC Chapter 5 Development Review Process) of lands within the area previously designated Nodal Mixed-Use development (in the Downtown Refinement Plan and Metro Plan) and will implement existing Springfield comprehensive plan policies;
- Will apply to development in the Downtown Mixed-Use Plan District instead of the existing mixed-use, nodal development, and residential multi-unit design standards that currently apply to multiple zoning districts throughout the City;

- Incorporate certain streetscape design standards that currently reside in the *Springfield Engineering Design Standards and Procedures Manual (EDSPM)* and *City Standard Specifications (CSS)*.

The proposal includes amendments to the following sections of the Springfield Development Code:

Amended Chapters and Sections	Reason for Amendment
Chapter 3 Land Use Districts	
Section 3.4-100 Plan Districts Section 3.4-400 Downtown Mixed-Use	Adds reference to new Section 3.4-400. Adds new section. <i>NOTE to reviewers – this entire section is new text added to the Code, so proposed text is indicated by plain text.</i>
Section 3.2-600 Mixed-Use Zoning Districts Section 3.2-615 Base Zone Mixed Use Development Standards Section 3.2-625 Mixed-Use District Development Standards—General Section 3.2-630 Mixed-Use Development Standards—Specific Section 3.4-100 Plan Districts	Adds references to new Section 3.4-400 DMU Plan District; deletes references to Downtown that will no longer apply. <i>NOTE to reviewers – these amendments are shown in legislative format. New text added is indicated by <u>underlined</u>, font, deleted text is shown as strike-through font.</i>
Chapter 4 Development Standards	
Section 4.7-100 Specific Development Standards Section 4.7-143 Downtown Mixed-Use Plan District	Amends sections to address Specific Development Standards applicable to “S” uses in the Downtown Mixed-Use (DMU) MU Plan District. <i>NOTE to reviewers – these amendments are shown in legislative format. New text added is indicated by <u>underlined</u>, font, deleted text is shown as strike-through font.</i>
Chapter 6 Definitions	
Section 6.1-110 Meaning of Specific Words and Terms	Amends section to address meaning of specific words or terms used in the Downtown Mixed-Use (DMU) Plan District; adds a map of the existing “Downtown Exception Area” to the illustrate the existing definition of the Downtown Exception Area. <i>NOTE to reviewers – these amendments are shown in legislative format. New text added is indicated by <u>underlined</u>, font, deleted text is shown as strike-through font. The added Downtown Exception Area map is new. No map exists in the current version of the Code.</i>

Note to reviewers:

The proposed design standards in this document were prepared concurrently with and prior to adoption of the TSP Implementation Code amendments. Thus, the references and content related to the TSP

Implementation Code Amendments are pending adoption of those code amendments and may need to be revised. **Yellow highlight** indicates a TSP Code-related reference that may require revision pending recommendation by the Planning Commissions at their August-September 2018 meetings, and final decisions by the elected officials on the TSP Implementation Code amendments.

Aqua highlighted text indicates items that are pending further consideration and decision by City engineering and transportation staff. **(as of June 12, 2018)**

Section 3.4-400 DOWNTOWN MIXED-USE PLAN DISTRICT

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Downtown Mixed-Use Plan District Commentary: The City Council directed staff to prepare Downtown Design standards to reinforce the successful revival of the Springfield’s Downtown business district that is currently attracting a mix of businesses, activities and land uses with broad community appeal. This document constitutes a new “Downtown Mixed-Use Plan District” chapter in the Springfield Development Code to implement the new standards. The chapter will be established as a Plan District under Springfield Development Code (SDC) 3.4-100 for application to a unique area of the City when other zoning mechanisms cannot achieve the desired development objectives. The existing conditions of Downtown present unique opportunities and constraints for redevelopment that are addressed in the proposed code. The standards support walkable infill development throughout the Downtown Mixed-Use Plan District, redevelopment of larger sites at the outer edges of the Downtown core and riverfront areas, and improved pedestrian linkages to and through Downtown.

The proposed code amendments constitute a focused “tune up” of the City’s design standards currently applicable to the Downtown. The proposed Plan District implements existing acknowledged plan designations and policies. The amendments bolster the existing downtown planning and development framework by incorporating streetscape, site and building design standards tailored to unique Downtown conditions. The standards will apply to development (as specified in SDC Chapter 5 Development Review Process) of lands already designated Mixed-use Nodal development in the Downtown Refinement Plan and Metro Plan, replacing existing development standards that currently apply to multiple mixed-use areas throughout the City. The proposed Plan District chapter represents a synthesis of multiple overlapping regulatory boundaries to provide one unified set of consistent, clear development standards to implement existing comprehensive plan policies. The chapter incorporates illustrations whenever possible to strengthen user interface and comprehension of development regulations.

Section 3.4-400 DOWNTOWN MIXED-USE PLAN DISTRICT

3.4-400 DOWNTOWN MIXED-USE PLAN DISTRICT

- 3.4-405 Establishment, Purpose and Applicability**
- 3.4-410 Schedule of Use Categories**
- 3.4-415 Development Review Procedures**
- 3.4-420 Mixed-Use Development Standards**
- 3.4-425 Downtown Design Standards—General**
- 3.4-430 Public Streetscape Design Standards**
- 3.4-432 Site Design and Building Form—Purposes and Outcomes**
- 3.4-435 Site Design and Building Form Standards**

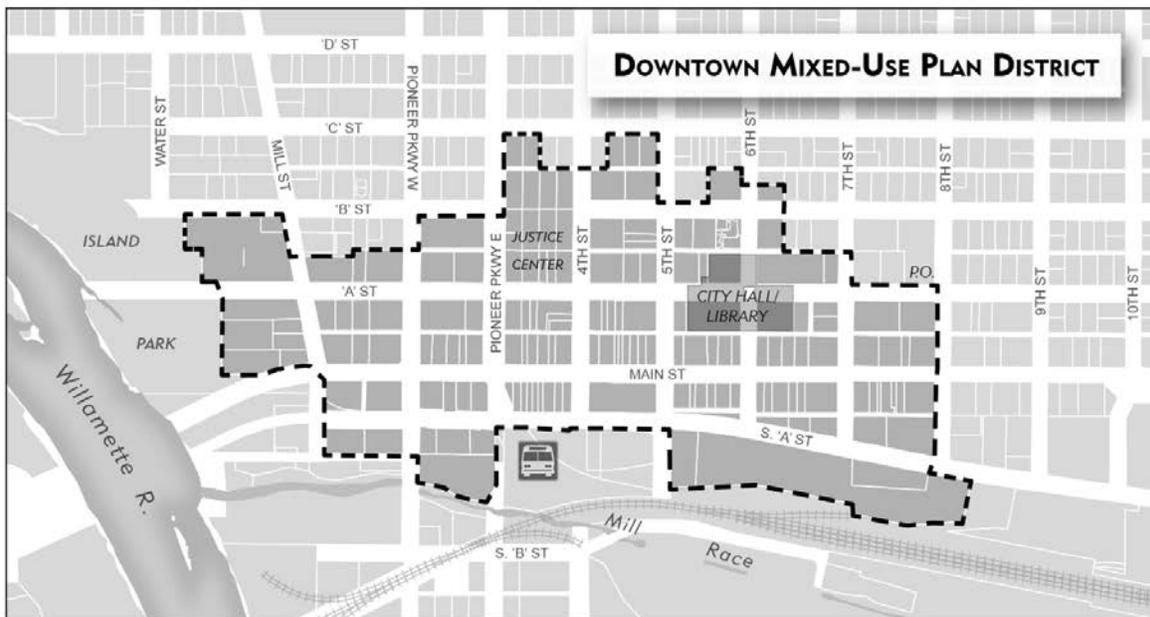
3.4-405 Establishment, Purpose and Applicability

A. The Downtown Mixed-Use Plan District (Plan District) is established to provide Downtown-specific design standards applicable to lands designated Downtown Mixed-Use in the Downtown Refinement Plan and Springfield Comprehensive Plan, and Mixed-Use Nodal Development in the Metro Plan, as shown in Map 3.4-405 below. The Downtown Mixed-Use and Nodal Development designations and applicable land use zoning allow and encourage a mixing of compatible uses, including commercial, residential, employment, public land and open-space within close proximity.



Examples of existing Downtown Springfield mixed-use buildings

Figure 3.4-405 Downtown Mixed-Use Plan District Boundary¹



Downtown Mixed-Use Zones Commentary: The following subsection establishes new “Downtown Mixed Use” zones as separate zones from the general Mixed Use Commercial and Mixed Use Residential Zones in Section 3.2-600. While this change technically amends the Springfield Zoning Map, no changes to the permitted uses for properties formerly zoned MUC or MUR (now Downtown MUC and Downtown MUR) are proposed by this action. The intent in establishing new base zoning districts that apply only within Downtown is to simplify development review by reducing the number of overlapping base zones, overlay zones, and plan districts. Currently, property designated Downtown Mixed Use and Nodal Development within the Downtown Refinement Plan is subject to both the Mixed-Use base zone standards in SDC 3.2-600 and the Nodal Development Overlay District in SDC 3.3-1000.

B. Establishment of Base Zoning Districts. In recognition of the policies and implementation actions within the Downtown Refinement Plan, the Springfield 2030 Comprehensive Plan, and the Metro Plan that reflect the desire for downtown revitalization and

¹ Downtown Refinement Plan Mixed-Use Nodal Development Designation boundary, Ordinance 6147, adopted 2005

pedestrian-oriented mixed-use development, the Downtown Mixed-Use Plan District standards are applied to lands designated "Downtown Mixed-Use (DTMU)", "Nodal Development (ND)" and "Government" in the Downtown Refinement Plan. The following zoning districts are established to implement areas designated Downtown Mixed-Use and Nodal Development Overlay in the Downtown Refinement Plan:

1. **Downtown Mixed-Use Commercial (DMUC).** The DMUC zone is established where a mix of commercial with residential uses is compatible with existing nearby uses. Development within the DMUC District shall have a commercial dominance, with residential and public uses also allowed.
2. **Downtown Mixed-Use Residential (DMUR).** The DMUR zone is established where a mix of medium and high density residential with commercial uses is intended. Development within the MUR District shall have a multi-dwelling residential emphasis, but may include small-scale retail, office and service uses when they are developed as part of a mixed-use development.
3. **Public Land and Open Space (PLO).** The PLO zone is applied to areas designated Government in the Downtown Refinement Plan, as established in Section 3.2-700 of this Code, and includes government offices and facilities, educational uses, and publicly owned metropolitan and regional parks and open space uses.

Schedule of Uses Commentary: *The proposed code amendments are intended to address Downtown design standards to implement existing plan policies. Thus, the list of permitted and prohibited uses is not being revised at this time. The existing use categories in Section in 3.2-610 and 3.3-1010 that are currently applicable to the subject property are copied over into the new 3.4-410 Section with minor modifications. Uses marked "S" are permitted subject to Specific Development standards in Section 4.7. Where the referenced Specific Development standards in Section 4.7 are no longer consistent with the proposed Downtown Mixed-Use Plan District design standards, those standards are modified in proposed amendments to Section 4.7. and the Plan District standards. Thus references to Section 4.7 within the following Schedule of Uses are updated to provide the correct reference. Proposed amendments to other section of the code including Section 4.7 are included in the ordinance package as (Exhibit #)*

3.4-410 Schedule of Use Categories

A. The following uses are permitted in the districts as indicated, subject to the provisions, additional restrictions and exceptions specified in this Code. Uses not specifically listed may be approved as specified in Section 5.11-100.

"P" = PERMITTED USE subject to the standards of this Code.

"S" = SPECIAL DESIGN STANDARDS subject to special locational and siting standards to be met prior to being deemed a permitted use (Section 4.7-100).

"D" = DISCRETIONARY USE subject to review and analysis under Type III procedure (Section 5.9-100) at the Planning Commission or Hearings Official level.

"N" = NOT PERMITTED

SITE PLAN REVIEW SHALL BE REQUIRED for all development proposals within the Downtown Mixed-Use Plan District unless exempted elsewhere in this Code.

Categories/Uses	DMUC	DMUR
<i>Accessory Use Structures</i>		
Accessory Structures (Section 4.7-105)	N	S
<i>Agricultural And Animal Sales And Services</i>		
Agricultural cultivation of undeveloped land	N	P
Garden supplies	P	N
<i>Automotive Repair and Service</i>		
Garage, repair	N	N
Parking lots and parking structures (Section 4.7-143A.)	S	S
Tires, batteries and accessories	N	N
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
<i>Business And Professional Offices And Personal Services</i>		
Accountants, bookkeepers and auditors	P	P
Advertising/marketing agencies	P	P
Architects, landscape architects and designers	P	P
Art studios, fine	P	P
Art restoration	P	P
Attorneys	P	P
Audio/video production studio	P	N
Authors/composers	P	P
Banks, credit unions and savings and loans	P	P
Barber and beauty shops	P	P
Blue printing, Photostatting, and photo developing	P	N
Business schools	P	N
Business, labor, scientific and professional organizations and headquarters	P	P
Catering services	P	N
Clinics and research/processing laboratories	P	P
Collection agencies	P	P
Commodity contract brokers and dealers	P	P
Computer and information services	P	P
Dentists	P	P
Detective and protective agencies	P	P
Doctors	P	P
Drafting, graphic and copy services	P	P

Categories/Uses	DMUC	DMUR
Employment agencies and services	P	P
Engineers and surveyors	P	P
Financial planning, investment services	P	P
Graphic art services	P	P
Gymnastics instruction	P	N
House cleaning services	P	N
Insurance carriers, agents, brokers and services	P	P
Interior decorator and designers	P	P
Laundry, dry cleaners, including self-service, and ironing services	P	N
Loan companies, other than banks	P	P
Locksmiths	P	P
Lumber brokers	P	P
Mailing services/mail order sales	P	P
Management and planning consultants	P	P
Manufactured unit as a temporary construction office (Section 4.7-143B.)	S	S
Motion picture studio/distribution	P	N
Non-profit organizations	P	P
Opticians	P	P
Performing arts instruction	P	P
Photocopying	P	P
Photography studios	P	P
Planners, land use	P	P
Printing/publishing	P	N
Psychologists and counselors	P	P
Real estate sales and management	P	P
Scientific and educational research	P	P
Security systems services	P	N
Self-defense studio	P	N
Shoe repair	P	P
Stenographers and secretarial services	P	P
Stockbrokers	P	P
Swimming pool cleaning	P	N
Tailors	P	P
Tanning salons	P	P
Title companies	P	P
Telephone answering services	P	P
Travel agencies	P	P
TV and radio broadcasting studios (does not include antennae)	P	N
Typing services	P	P
Window cleaning	P	N

<i>Communications Facilities</i>		
Communications towers, including antennas and relay equipment. Certain Wireless Telecommunications Systems Facilities (See Section 4.3-145)	N N	N N
Communications antennas for public agencies and emergency services	D	D
<i>Care Facilities</i>		
Child care facilities (Section 4.7-143C.)	S	S
Adult day care facilities	P	P
<i>Eating and Drinking Establishments</i>		
Cafeteria (serving employees only)	P	N
Cocktail lounges	P	N
Delicatessens and sit down restaurants including espresso shops	P	P
Drive-up restaurants and espresso shops (Section 4.7-143D.)	S	N
Taverns and brew pubs	P	N
<i>Educational Facilities- Public and Private Elementary and Middle Schools</i>		
1 to 5 students in a private home (in a 24-hour period)	N	P
6 or more students in a private home	N	D
Private/public elementary and middle schools (Section 4.7-195.)	N	D
Secondary schools and colleges	N	N
<i>Group Care Facilities</i>		
Foster homes for up to 5 children	N	P
Residential care facilities with more than 15 persons include: Group care homes, congregate care facilities, nursing homes and retirement homes (Section 4.7-155)	N	S
<i>Halfway Houses (See Specific Development Standards for Group Care Facilities)</i>		
Residential Facility—6 to 15 persons	N	D
Residential Home—5 or fewer persons	N	D
Shelter homes for abused and battered persons	N	D
<i>Home Occupations</i>		
Home Occupations (Section 4.7-165)	S	S
<i>Manufacture and/or Assembly of:</i>		
Appliances	N	N
Apparel and other finished products made from canvas, cloth, fabrics, feathers, felt, leather, textiles, wool, yarn and similar materials	P	N
Communication equipment, including radio and television equipment	N	N
Costume jewelry, novelties, buttons and misc. notions	N	N
Cutlery, hand tools and hardware	N	N

Electronic components and accessories	N	N
Electronic transmission and distribution equipment	N	N
Engineering, laboratory, scientific, and research instruments	N	N
Finished wood manufacturing and assembly including cabinets and door frames	N	N
Furniture, including restoration	N	N
Greeting cards, business forms and other business related printing	N	N
Measuring, analyzing, and controlling instruments	N	N
Medical, dental, and surgical equipment and supplies	N	N
Medicinal chemicals and pharmaceutical products	N	N
Metal fabrication and machine shops	N	N
Musical instruments	N	N
Prosthetic and orthopedic devices	N	N
Office computing and accounting equipment	N	N
Optical instruments, including lenses	N	N
Perfumes and toiletries	N	N
Photographic equipment and supplies	N	N
Signs and advertising display	N	N
Toys, sporting and athletic goods	N	N
Watches, clocks, and related components	N	N
<i>Other Industrial Uses:</i>		
Industrial/Business Parks	N	N
Media productions, including TV and radio broadcasting, motion picture production and newspaper/book/periodical publishing	P	N
Regional distribution headquarters, including indoor storage	N	N
Research development and testing laboratories and facilities	N	N
Accessory structures	N	N
Administrative professional or business offices	N	N
<i>Public Utility Facilities:</i>		
High impact facilities (Section 4.7-160)	N	N
Low impact facilities	P	N
<i>Recreational Facilities:</i>		
Arcades	P	N
Art studios, performing	P	N
Auditoriums	N	N
Bingo parlors	N	N
Bowling alleys	P	N
Dance halls	N	N
Exercise studios	P	P
Gyms and athletic clubs	P	N
Hot tub establishments	P	P

Miniature auto race track (e.g., slot car track)	P	P
Miniature golf	P	N
Movie theaters, indoor, single screen	P	N
Non Alcoholic Night Club (Section 4.7-205)	S	N
Off-track betting facility	P	N
Parks, private and public	P	P
Playground	P	P
Play/tot lot	P	P
Pool halls	P	N
Recreation center	P	N
Skating rinks	N	N
Tennis, racquetball and handball courts	P	P
Theater, legitimate (live stage)	P	N
<i>Religious, Social and Civic Institutions:</i>		
Branch educational facilities	P	D
Charitable services	P	D
Churches, mosques, temples and weekly religious school (Section 4.7-130)	D	D
Community and senior centers	P	P
Fraternal and civic organizations	P	N
Hospitals	P	N
Public offices, including, but not limited to: administrative offices, libraries, museums, courts, and detention facilities. (Section 3.4-420)	P	D
Private/Public Elementary and Middle Schools (Section 4.7- 195)	N	D
<i>Residential Uses (Section 3.4-420)</i>		
Attached single-family dwellings including rowhouses	P	P
Cluster Subdivision (Section 3.2-230A, B, C.)	P	P
Condominiums (Section 4.7-135)	S	S
Duplexes (Section 4.7-140)	N	S
Multi-unit dwellings including triplexes, 4-plexes, quads, quints, and apartment complexes over 4 units	P	P
<i>Retail Sales</i>		
Antiques	P	P
Apparel	P	P
Art galleries and museums	P	P
Art supplies	P	P
Bakeries	P	P
Bicycles	P	P
Books	P	P
Cameras and photographic supplies	P	P
Candies, nuts and confectioneries	P	P

China, glassware and metalware	P	P
Cigars and cigarettes	P	N
Computers, calculators and other office machines	P	N
Convenience stores	P	P
Dairy products	P	P
Department stores	P	N
Drapery, curtains and upholstery	P	P
Dry Goods and general merchandise	P	P
Electrical supplies	P	N
Fabrics and accessories	P	P
Film drop off and pick up (not a drive-through)	P	P
Fish	P	N
Floor coverings	P	P
Florists	P	P
Fruits and vegetables	P	P
Furniture	P	N
Furriers	P	N
Groceries	P	P
Hardware	P	N
Hobby supplies	P	N
Household appliances	P	N
Jewelry	P	N
Liquor outlets (State)	P	N
Luggage and leather	P	N
Magazines and newspapers	P	N
Mail order houses	P	N
Marijuana business: production, processing, wholesaling, retail	N	N
Meats	P	N
Medical and dental supplies	P	N
Musical instruments and supplies	P	N
Novelties and gifts	P	N
Office equipment	P	N
Paint, glass and wallpaper	P	N
Pharmacies	P	P
Pottery	P	N
Radios, televisions and stereos	P	N
Second hand and pawn shops	P	N
Sewing machines	P	N
Shoes	P	P
Small electrical appliances	P	N
Sporting goods	P	P
Stationary	P	P
Supermarkets	P	N

Toys	P	P
<i>Small Scale Repair and Maintenance Services (Section 4.7-143E)</i>		
Business machine repair	S	P
Electrical appliance repair	S	N
Furniture repair	S	N
Janitorial services	N	N
Small engine repair	S	N
Watch repair	P	P
<i>Transient Accommodations</i>		
Bed and breakfast facilities (Section 4.7-120)	P	S
Emergency shelter facilities	N	P
Hotels	P	N
Youth hostels	P	N
<i>Transportation Facilities</i>		
Heliports	N	N
Helistops	N	N
Public transit station, without park and ride lot	P	P
<i>Transportation Related, Non-Manufacturing</i>		
Key/card lock fuel facilities	N	N
<i>Warehouse Commercial Retail and Wholesale Sales and Distribution</i>		
Cold storage lockers	N	N
Electrical supplies and contractors	N	N
Floor covering sales	N	N
Indoor storage, other than mini-warehouses, and outdoor storage areas/yards	N	N
Large electrical appliance sales	N	N
Merchandise vending machine operators	N	N
Plumbing and heating supplies and contractors	N	N
Unfinished furniture	N	N
Uses listed under automotive and retail which are wholesale uses	N	N
Regional distribution headquarters, including indoor storage	N	N
Warehouse/commercial uses engaged primarily in the wholesaling of materials to the construction industry	N	N
Wholesale trade, warehousing, distribution and storage (to include mini-storage)	N	N
<i>Secondary Uses Serving or Related to on Site Commercial Uses:</i>		
Manufacture or assembly of goods or products to be sold on-premises	P	N
Accessory structures	N	N

Administrative professional or business offices	P	P
Blueprinting, photostatting, and photo developing	P	N
Cafeteria (serving employees only)	N	N
Child care facilities (primarily serving employees on-site)	P	P
Developed recreation area (serving the development area)	N	P
Heliports and helistops	N	N
Financial institutions	P	P

B. The following uses are prohibited.

1. Car washes.
2. Auto Parts stores.
3. Recreational vehicle and heavy truck sales/rental/service.
4. Motor vehicle sales/rental/service.
5. Service stations, including quick servicing.
6. Tires, sales/service.
7. Transit park and ride, major or minor.

EXCEPTION: Where there is a shared parking arrangement with another permitted use.

8. Agricultural machinery rental/sales/service.
9. Boats and watercraft sales and service.
10. Equipment, heavy, rental/sales/service.
11. Manufactured dwelling sales/service/repair.

Development Review Procedures Commentary: The proposed Plan District standards in Section 3.4-415.B.2. preserves the Director’s authority to approve adjustments to certain design standards as applied to renovation of existing structures and sites to allow practical, flexible application of the standards to reduce non-conformity of existing buildings or sites. The proposed Plan District standards incorporate design standards for multi-unit residential development, thus the existing Multi-unit Design Standards in Section 3.2-240, 3.2-245 and 3.2-250 will no longer apply within the Plan District. The proposed 3.4-415C. provision preserves the option of a discretionary approval process for development of housing in the Plan District. The proposed phasing requirement 415D. provides more developer flexibility than the existing 3.2-635A.3 which addresses MUC densities, and 3.2-635A B. monitoring of uses.

3.4-415 Development Review Procedures

A. Conflicts. In cases where the development standards of the Downtown Mixed-Use Plan District conflict with local standards found in other Sections of this Code, the standards of the Plan District will prevail, unless there is a specific reference to another SDC Section. In that case, the referenced Section’s standards will prevail.

B. Non-Conforming Uses and Adaptive Re-use of Existing Structures.

- 1.** Existing buildings, structures, and uses may continue, expand, or be modified as permitted in Sections 5.8-120 and 5.8-125 until they are either abandoned, as defined in 5.8-130, or redeveloped as defined in Section 6.1-110.
- 2.** Expansions or modifications of non-conforming buildings or structures, including adaptive re-use of existing structures, shall be designed in conformance with the Plan District standards as specified in Sections 3.4-430 and 3.4-435 to the maximum extent practical to reduce the non-conformity, as determined by the Director.
 - a.** Exterior façade alterations that require building permits shall be designed to meet the standards specified in Section 3.4-435.
 - b.** Building permit applications for building alterations located within the Plan District are reviewed according to Section 5.15-105.
 - c.** Paving and drainage improvements to parking lots shall be as specified in this Code and shall be designed to meet the frontage and landscape design standards specified in Section 3.4-435A.
 - d.** Any construction, encroachment or use within the public right-of-way shall be as specified in Section 3.4-430.

C. Residential Design Standards Alternatives/Exemptions.

- 1.** Section 3.4-435 details a series of building design standards that seek to achieve residential uses within an attractive, pedestrian oriented mixed-use district. A developer may choose to:
 - a.** Comply with the specified standards;
 - b.** Request an exemption from certain development/design standards;
and/or
 - c.** Propose alternative development/design standards that shall meet or exceed the standard in question.
- 2.** The developer shall submit a request in writing to the Director for a development/design exemption or alternative development/design proposal at the time of application for a Development Issues Meeting. The request shall be revised as necessary and submitted with the Pre-Submittal Meeting application, as specified in Subsection 5.1-120C., to allow the City sufficient time for review and consideration. If the applicant desires to proceed with the development/design exemption or alternative development/design proposal, at the Pre-Submittal Meeting the Director shall reclassify the Site Plan Review or Master Plan application from a Type II procedure to a Type III

review procedure as specified in Section 5.1-130 and Subsection 5.13-115A.1. It shall be the developer's responsibility to make the case for a development/design exemption or alternative development/design proposal as part of the formal Site Plan Review and/or Master Plan application submittal.

D. Phased development. 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 the Transportation System Plan and the **Conceptual Street Map**.
3. A re-division plan at the minimum density required by this Section, for any lot/parcel that is large enough to further divide or a plot plan showing building footprints for Downtown Mixed-Use minimum densities.
4. The location of natural resources, regulated wetlands, natural drainage/ stormwater management areas and wooded areas showing how future development will address preservation, protection or removal.
5. Adopted public facilities plans.
6. The intended use, residential or commercial, and size in square feet of each building.

Mixed-Use Development Commentary: *The following Subsection retains the land use mix requirements established by the existing MUC/MUR code to implement existing policy. B.2 is new language added to reference the proposed commercial frontage standards for Main Street in Subsection 3.4-435A. 2 and 3.*

3.4-420 Mixed-Use Development Standards

A. Purpose. The standards in this section address preservation of the commercial and residential land supply to implement "mixed-use development" as described in the Downtown Refinement Plan, Metro Plan, Springfield Comprehensive Plan and State Transportation Planning Rule. The standards promote mixed-use development within the downtown blocks, on single or aggregated tax lots, and within individual buildings. Emphasis is directed towards expanding retail, entertainment and office opportunities and increasing residential uses above ground-floor businesses.

B. Downtown Mixed-Use Commercial (DMUC) Development Standards.

1. 100 percent of a new mixed-use building may be developed for commercial uses.

2. A mixed-use building with frontage on Main Street or an Active Use Street must be designed to provide ground floor commercial uses along the Main Street frontage as specified in Subsection 435A.2.

3. A minimum of 60 percent of the ground floor area within a building must be dedicated to commercial uses to ensure that commercial land is preserved for primarily commercial purposes.

EXCEPTIONS:

a. This provision shall not apply when commercial uses are proposed for an existing residential building within a commercial district that was within a commercial district prior to June 3, 2002.

b. New buildings accommodating Springfield Library or City Hall facilities shall incorporate ground floor commercial space in at least 60 percent of the building frontage on a public plaza or street or to the maximum extent practical.

4. The commercial uses on a DMUC site must be developed prior to or concurrently with other proposed uses. Concurrency may be established by approval of a Master Plan that provides a mix of uses that includes commercial and other proposed uses.

EXCEPTION: This provision does not apply to residential uses that were in existence as of June 3, 2002.

5. Residential uses within a DMUC development shall achieve a minimum of 12 units per net acre.

6. There is no maximum residential density established for the DMUC District.

C. Downtown Mixed-Use Residential (DMUR) Development Standards.

1. A minimum of 80 percent of the gross floor area shall be dedicated to multi-unit residential uses to ensure that residential land is preserved for primarily residential purposes. The residential uses must be developed prior to or concurrently with the other use(s).

2. Residential development shall achieve a minimum of 28 units per net acre, unless the development includes a mix of uses. In that case the residential development shall achieve a minimum of 12 units per net acre.

EXCEPTION: If less than 20 units per gross acre are provided, the development shall include a minimum of 10 percent of the total gross floor area in nonresidential uses.

3. There are no maximum residential densities established for the MUR District.

4. Nonresidential uses in the DMUR District shall not exceed 5,000 square feet of ground floor area for each separate use and shall be limited to a maximum of 20 percent of the total gross floor area in the development area.

5. Nonresidential uses developed as part of a mixed use building that includes housing shall be developed to maintain a minimum density of 12 dwelling units per acre. When a development site is composed of 2 or more phases, each phase shall also meet this standard.

6. Civic uses shall not be a permitted use in the MUR District.

Development Area/Lot Size Commentary: *Downtown has a historic, fine-grained pattern of small lots. The proposed code change would allow development on small lots without lot consolidation, while retaining the existing minimum lot sizes applicable to land divisions. This will prevent further parcelization while allowing small parcels to develop independently. Staff received input from Council, Planning Commission, developer community and public in support of this change. The change provides more flexibility for infill development.*

D. Development Area, Lot Size and Lot Coverage.

1. There is no maximum lot/parcel coverage within the Plan District. Site design shall be as specified in Subsection 3.4-435 Site Design and Building Form design standards.
2. To encourage infill development on small lots, there is no minimum development area within the Plan District.
3. There is no minimum street frontage for infill development of small lots on Main Street when the development meets all of the following criteria:
 - a. the development is a building that fills the gap between existing buildings or fills a gap between an existing building and a street corner;
 - b. the lot and development area are abutting an alley; and
 - c. the development does not require or include a driveway.

Table 3.4-420D. Development Area and Minimum Lot Size Standards

<i>Development Standard</i>	<i>MUC</i>	<i>MUR</i>	<i>PLO</i>
Minimum Lot Size (for land division purposes)	6,000 square feet	East-West Street: 4,500 sq. ft. North-South Street: 5,000 sq. ft.	None
Minimum Street Frontage (for land division purposes)	40 feet	East-West Street: 45 feet North-South Street: 60 feet	None

Figure 3.4-420D. Examples of infill buildings on small lots that fill gaps between existing buildings (illustrative only)



Commentary: *Design Standards General. The following Subsection introduces and explains the relationship between the design standards subsections.*

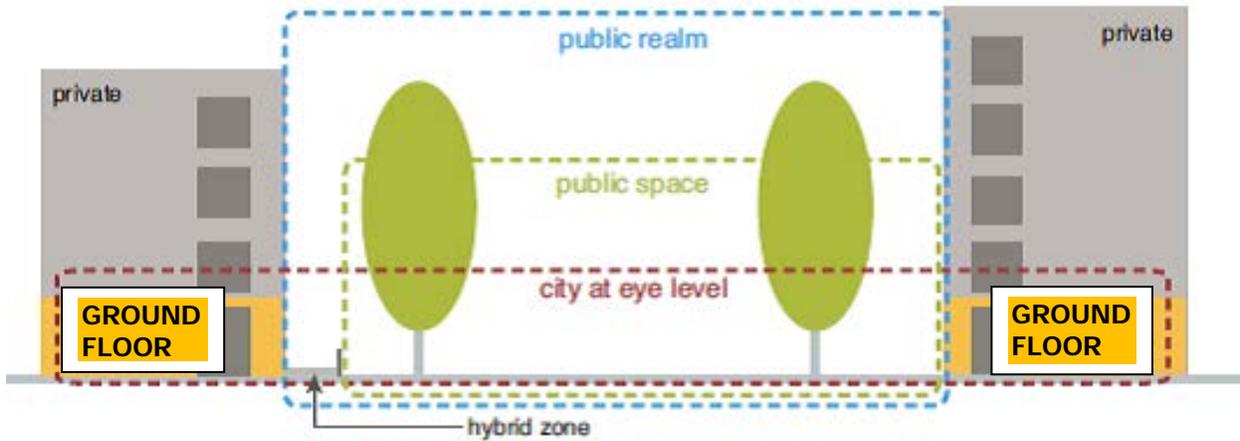
3.4-425 Downtown Design Standards—General

A. As a mixed-use zoning district, and as the City’s central business district, the DMU Plan District requires special attention to design because of the intermixing of land uses and higher intensity of development that can occur. Unified design standards are established for the public realm (streets, alleys, sidewalks and public spaces) and private development to provide an objective framework for achieving the desired goal of attractive, functional and pedestrian-oriented development that contributes to Downtown’s sense of place and distinctiveness as follows:

1. The DMU Plan District design standards are based upon the “Streetscape” concept. The Downtown streetscape creates the urban form and in a pedestrian-oriented district contains the elements within and along the street right-of-way that define its appearance, identity, and functionality, including, but not limited to adjacent buildings and land uses, sidewalks, street trees, and street furniture.
2. The DMU Plan District design standards for sites and buildings are based on the “Frontage” concept. The design of buildings and their relationships to the public realm are critical factors in the development of an active and vital pedestrian environment.
3. All public and private development within the DMU Plan District shall be designed to implement mixed-use pedestrian-oriented development as described in the Downtown Refinement Plan and Springfield Comprehensive Plan by meeting the DMU Plan District design standards in this Code. Not every case and circumstance is anticipated by these standards, nor is it the goal of this Code to prescribe every design detail of development. It is expected that the development community will apply their own creativity to the design standards to create attractive, livable, and viable projects.
 - a. The public realm shall be designed to support an inviting streetscape and to provide design consistency within the framework of Downtown’s historic, walkable block plan of streets and alleys, sidewalks and other public spaces, as specified in Subsection 3.4-430; and

- b. Private development of sites and buildings in the DMU Plan District shall be designed to accommodate a variety of existing and new uses, infill and redevelopment by incorporating human-scale architectural elements into building and site design as specified in Subsection 3.4-435. The term “human scale” generally refers to the use of human-proportioned architectural features and site design elements clearly oriented to human activity.

Figure 3.4-425 Streetscape Concept



Credit: Hans Karssenberg & Jeroen Laven. The City at Eye Level



Streetscape Design Standards Commentary/Note to reviewers: Subsection 3.4-430 was revised on April 4, 2018 to address input received to date from the Technical Advisory Group (TAG) on the Streetscape Discussion Draft 3-8-18. Aqua highlight indicates items that require further consideration and decision by engineering and transportation staff. As of June 12, 2018, this draft is pending the City Traffic Engineer’s review.

The proposed design standards in this document were prepared concurrently with and prior to adoption of the TSP Implementation Code amendments. Thus, the references and content related to the TSP Implementation Code Amendments are pending adoption of those code amendments and may need to be revised. Yellow highlight indicates a TSP Code-related reference that may require revision pending

recommendation by the Planning Commissions at their August-September 2018 meetings, and final decisions by the elected officials on the TSP Implementation Code amendments.

Green highlight indicates items that need to be incorporated into a subsequent amendment of the EDSPM, and thus will not be included in the proposed Subsection 3.4-430 Public Streetscape Design Standards Code Amendment ordinance.

Pink highlight indicates City engineering standards or specs that need to be updated.

3.4-430 Public Streetscape Design Standards

The design of the streetscape — the public realm made up of streets, sidewalks, alleys and plazas — is critical in providing an attractive, high quality, welcoming downtown environment. This Section establishes urban design standards for streetscape improvements within the Plan District and standards for site development in relationship to existing or future public rights-of-way. The standards supplement the city-wide infrastructure design standards in Chapter 4, to ensure that public and private improvements reflect Downtown’s unique existing conditions and the type, mix, intensity and location of existing and planned Downtown land uses. Where standards in the Plan District may differ from other standards in this Code, the Downtown Mixed-Use Plan District standards will prevail.

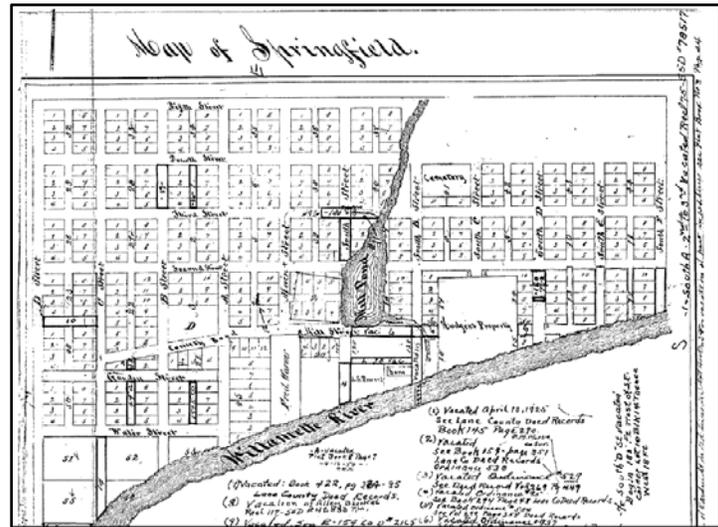
The DMU Plan District is a designated Mixed-Use Nodal Development area where design standards are established to foster pedestrian-friendly, human scale mixed-use development, as outlined in the Downtown Refinement Plan, Springfield Comprehensive Plan and State Transportation Planning Rule. Essential characteristics include design elements that support pedestrian environments and encourage transit use, walking and bicycling; transit access within walking distance (generally 1/4 mile) of anywhere in the node; options for living, working, and shopping environments; options supportive of pedestrian-oriented lifestyles; and public spaces— including parks, public and private open space, and public facilities that can be reached without driving.

The design and construction of public improvements shall be in accordance with the Springfield Transportation System Plan, Downtown Refinement Plan, **Conceptual Street Map**, Springfield Engineering Design Standards and Procedures Manual (EDSPM), and the City of Springfield Standard Construction Specifications (SCS).

The following public streetscape design standards are established for the Downtown Mixed-Use Plan District:

- A.** Streets, Blocks and Alleys
- B.** Additional Right-of-Way, Build-to Lines, and Public Improvement Requirements
- C.** Alleys—Design, Improvements and Utilization
- D.** Public Sidewalk Zone—Right of Way and Streetscape Improvements

- E. Pedestrian Amenities
- F. Plazas and Public Spaces
- G. Site Access and Vehicular Circulation
- H. Vehicle Parking
- I. Bicycle Parking
- J. Loading



1856 Springfield Plat - Downtown Street Grid (illustrative only)

Downtown Streets, Blocks and Alleys Commentary — Existing Downtown Street Grid System and Planned Enhancements. The historic pattern of streets, blocks and alleys is a defining characteristic of the Downtown. The urban form established by the existing street and alley grid, walkable block sizes, and buildings located close to the sidewalk supports adaptive reuse of existing buildings, infill development, and redevelopment, while providing opportunities for streetscape improvements within the right-of-way to enhance the public realm. The character, width, traffic speed and intersections of downtown streets and the downtown land uses can influence each other. Thus, to support the use of land within the Downtown Mixed-Use Plan District to accommodate the planned and zoned mix of uses, design features are integrated into street design to create a safe and comfortable pedestrian realm that is inviting to all users of Downtown, including children, families, older adults, and people with disabilities.

The Springfield Transportation System Plan defines how streets within the Plan District are part of City-wide and regional transportation networks designed to accommodate automobiles, freight, transit, pedestrians and bicycles. The major access routes to the Downtown are Main and South A Streets and Pioneer Parkway East and West. The Main-South A couplet is the major carrier of east-west traffic while the Pioneer Parkway couplet performs the same function for north-south traffic. Main Street from the bridge to 10th Street is designated as a Special Transportation Area (STA) by ODOT. Additional principal elements of the Downtown's grid system of streets include Mill Street, 5th, 7th and 10th as secondary north-south conduits, and A and B Streets as east-west collectors. The remaining streets in the grid — along with the network of alleys throughout most of the mid-blocks — provide excellent access and direct line of travel for inhabitants, visitors and customers of the Downtown. The Springfield Transportation System Plan identifies planned street improvement projects to enhance access for pedestrians and bicyclists.

Relevant TSP Policies/Actions:

TSP 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).

TSP 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.

TSP 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.

TSP 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.

TSP 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 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.

TSP 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. ...

TSP 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.

TSP 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 following subsections provide design standards to implement the relevant TSP policies within the context, existing conditions, and adopted comprehensive plan goals and policies applicable to the DMU Plan District. Existing conditions may change when downtown sites are being redeveloped — creating opportunities for connecting or improving streets or alleys within the Plan District. While current conditions may limit ability to provide design enhancements within the roadway (between the curbs) to support desired outcomes outlined in the

TSP, there will be opportunities in association with future public street improvement projects as they are planned, designed and funded.

To provide optimum circulation, access, and crossing opportunities, an ideal downtown block length is between 200 and 400 feet. Downtown Springfield is very fortunate to have ideal block lengths (e.g. 264' blocks along Main Street) because a functional main street depends on short blocks and many connecting streets.

Advantages of short blocks:

- *Downtown traffic can access businesses and side-street parking easily.*
- *Side streets provide on-street parking so that lots can be used for buildings rather than off-street parking, and provide access to off-street parking.*
- *Shorter blocks encourage more pedestrian movement.*
- *Pedestrians have frequent opportunities to cross streets.*
- *There are more corner lots which are desirable for businesses and which provide greater flexibility in site planning.*
- *Corners give life to the street and interest to buildings.*

The Code recognizes that there may be unique circumstances where public street connections may be unavailable or impracticable. The proposed Plan District standards identify options for Director-approved alternative urban design solutions to a typical street design —to provide equivalent safe and convenient public facilities. Such options may be desirable to establish unique, innovative or master planned developments, and would be permitted on case-by-case basis when specific criteria are met.

A. Downtown Streets, Blocks and Alleys. Development of streets, blocks and alleys shall be consistent with the urban form established by the existing Downtown street and alley grid and walkable block sizes, and shall be designed to create a safe and comfortable pedestrian realm that is inviting to all users of Downtown, including children, families, older adults, and people with disabilities.

1. Purposes and Outcomes. Development shall be designed to meet the street connectivity, right-of-way widths, and facility design criteria specified in this Subsection to support accomplishment of the following purposes and outcomes:

- a. Facilitate efficient use of existing infrastructure as infill and redevelopment occur by acknowledging and promoting the valuable public asset of Downtown's historic, walkable pattern of streets, alleys, and blocks.
- b. Extend, enhance and connect the existing downtown framework of streets, blocks, alleys, sidewalks, bikeways, and plazas to provide access to development as infill and redevelopment occur.
- c. Enable Downtown's growth as a destination by providing a dynamic, shared, and connected public realm supportive of traditional, contemporary and innovative uses and activities within the public realm.

- d. Enable increased opportunities for locating streetscape and storefront business amenities to attract more people and more business to the Downtown.
 - e. Enable incorporation of street design features that contribute to the creation of safe, inviting and vibrant community plazas and civic spaces.
 - f. Provide design features that improve the comfort and safety of users: pedestrian-scale lighting, street trees to buffer traffic noise and protect and shade pedestrians, benches and other street furniture, bicycle facilities, pedestrian-oriented signs, and public transportation stops and facilities.
 - g. Prioritize incorporation of street design features and techniques that promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders.
 - h. Support enhanced pedestrian and bicycle access to parks, recreation facilities and natural areas adjacent to downtown to promote their recreational, social and health benefits. Means of providing enhanced access include but are not limited to:
 - i. Pedestrian crossing improvements at or near access points to Island Park, multi-use path trailheads, and Willamalane recreation centers;
 - ii. Implementation of traffic-calming measures where advisable due to vehicle speeds, volumes and crossing distances.
 - iii. Installation of pedestrian-level street lighting and street furniture along access routes;
 - iv. Installation of wayfinding signage at or near transit stations to improve public transportation connections to bicycle paths, parks, and recreation facilities and to support walkability between Downtown destinations.
 - i. Support the incorporation of green infrastructure facility enhancements to manage stormwater, improve water quality and add beauty to the Downtown streetscape.
2. Connectivity, Right-of-Way Widths and Design Standards.

- a. Streets, alleys, and public facilities accommodating pedestrians and bicyclists shall align and connect to each other to create a direct and convenient pattern of circulation that is consistent with the existing Downtown block pattern.
- b. Alignment of facilities shall conform to existing alignments, or to planned connections depicted in the Springfield Transportation System Plan or **Conceptual Street Map**. **EXCEPTION:** For development sites located south of South A Street or west of Mill Street where extension of the street and alley grid has not been dedicated, platted or constructed on or before **adoption date, 2018**, the developer may propose an alternative street alignment solution to provide public access, connectivity to and through the site, and service functions as required by this Code. In authorizing an alternative street alignment, a block length that exceeds 250 feet, or a block perimeter that exceeds 1,400 feet, the Director shall require pedestrian and bicycle connectivity improvements and right-of-way dedication in accordance with this Subsection.
- c. Notwithstanding applicable provisions of Section **4.2-115**, the block pattern (block size, block length and perimeter) and location of alleys existing or platted on or before **adoption date**, 2018 within the Plan District shall be retained to preserve the historic walkable Downtown grid of streets; to ensure that all properties can be provided with primary on-street entry access for pedestrians and off-street vehicular service access as required by this Code; and to ensure that service functions occur in alleys and not on the fronting street. The existing block pattern to be referenced shall be determined by the location of the proposed development.
- d. When existing conditions make application of planned local street connections depicted in the Springfield Transportation System Plan or **Conceptual Street Map** impractical or inconsistent with accepted transportation planning or engineering principles, the location of a local street may be modified when the applicant demonstrates that the proposed alternative alignment is consistent with the purposes and outcomes and street connectivity standards in this Subsection, Section **4.2-105A.1.a**, and other applicable provisions in this Code, and the modification provides direct and convenient accommodation for pedestrians and bicyclists.
- e. **Alternative Equivalent Connector Facilities.** The Director may approve an alternative public facility or combined facilities connecting and accommodating pedestrian and bicycle travel in lieu of a full street connection and alignment depicted in the Springfield Transportation System Plan or **Conceptual Street Map** when the Director determines that the alternative or combination of alternatives will provide street connectivity consistent with the **purposes and outcomes** and connectivity standards in this Subsection, is designed in accordance with accepted transportation planning or engineering principles, and is warranted because:

- i. New street or alley connections, or block length standards in accordance with this Code are not technically feasible, due to topography and/or the existence of physical features including, but not limited to: wetlands, riparian areas, streams, channels, or other resources under protection by State or Federal law; or
- ii. An adopted Refinement Plan or facility plan depicts the alternative public connection or type of public facility; or
- iii. There are circumstances where a conventional public street or alley design in accordance with this Code may be impracticable or inappropriate to establish unique, innovative or master planned site developments where typical vehicular access is not required, and the design accommodates public utilities and emergency access where necessary or required. Examples of urban design solutions that may be approved by the Director to provide alternative public facilities in the Plan District consistent with this Subsection include but are not limited to pedestrian connector facilities, protected bikeways, and shared streets.

Alternative Equivalent Connector Facility commentary: *The proposed code authorizes the Director to approve several urban design alternatives that may be applicable to future design of low-volume local streets, with the intent of providing attractive options and design flexibility to support Downtown development. The existing Code applicable to Downtown currently provides an alternative – Accessway. However, the Accessway design standards apply City-wide and do not address the downtown context, thus staff recommends the following alternatives.*

- f. Alternative Equivalent Connector Facilities—Design Standards. The Director may approve an alternative connector facility or combined facilities as specified in in 3.4-430A.2.e. when the facility/facilities meet(s) the following design standards:
 - i. The alternative connector facility provides direct and convenient accommodation for pedestrians and bicyclists to, from, and through the site and is located wholly within dedicated public right-of-way or easements.
 - ii. The alternative connector facility may not exceed 300 feet in length between streets except where approved by the Director.
 - iii. The applicant's proposal has demonstrated to the Director's satisfaction that the alternative connector facility supports equivalent provision of utilities, access and delivery of services to abutting properties served by the planned facility and alignment.

- iv. Entry points to the alternative connector facility must align with pedestrian crossing points on adjacent streets and with adjacent street intersections;
- v. The alternative connector facility or combined facilities is designed to incorporate public streetscape improvements equivalent to a full street:
 - 1. A Public Sidewalk Zone that meets or exceeds the standards in Section 3.4-430D; and provides accommodation of bicyclists separate from the Pedestrian Through Zone and separated from vehicular access points.
EXCEPTION: The Director may approve a combined facility, or a shared street facility incorporating devices for reducing or slowing the flow of motor vehicles as specified in Subsection 3.4-430A.2.g.
 - 2. Street trees 30 feet apart. **EXCEPTION:** Facilities constructed beneath buildings are exempt.
 - 3. Street lighting as required by this Code. Lighting shall be installed at both end points and also may be required at intermediate points as determined by the City Traffic Engineer. Lighting on accessways shall be shielded and downcast to minimize glare and unnecessary diffusion into the sky and onto neighboring properties, especially into significant natural resource areas.
- vi. The alternative connector facility design must incorporate:
 - 1. A linear alignment at least 15 feet wide designed to maintain visual clearance such that both end points are visible from any point on the facility; the alignment is maintained free of horizontal obstructions; and the alignment provides at least 9 feet, 6 inches of vertical clearance above the pavement grade. At least 13 feet, 6 inches of vertical clearance is required where the facility provides secondary fire access.
 - 2. Surface improvements shall be at least 10 feet wide. Improvements shall be comprised of concrete and conform to the City of Springfield Standard Construction Specifications.
 - 3. Design elements that provide navigational cues to pedestrians with vision disabilities such as tactile walking surface indicators, detectable warning surfaces, detectable edges and visual contrast via tone or color.
 - 4. Stormwater management as required by this Code.

- 5. The gradient of the facility must not exceed 5 percent. Use of stairways is to be avoided unless no viable alternative route is available.
- 6. The Director may require fencing and/or screening along adjacent property to buffer land uses.
- 7. To prohibit access by motorized vehicles (except motorized wheelchairs) the facility shall be constructed with removable bollards.
- 8. The Director may require an alternative connector facility to be wholly maintained by the property owner.

Figure 3.4-430A2.f.1 Examples of alternative connector facilities abutting retail active uses
(illustrative only)





Figure 3.4-430A2.f.2 Examples of alternative connector facilities (illustrative only)



Shared Streets Commentary: Shared streets (as defined by FHWA) may be an appropriate option on low-volume local streets in the Downtown to expand the accessible walking area, improve physical access to destinations for people with mobility disabilities or people using strollers or bicycles, to improve safety through reduced motor vehicle speeds, and as a means of attracting more people to the Downtown to boost economic activity.

- g. Shared Street.** The Director may approve a facility that includes a shared zone where pedestrians, bicyclists, and motor vehicles mix in the same space, accomplished through a design that encourages low motor vehicle speeds to improve pedestrian comfort and safety for all users, when the Director determines that the facility will provide street connectivity consistent with the **purposes and outcomes** criteria and connectivity standards in this Subsection, and is designed in accordance with accepted transportation planning or engineering principles, including but not limited to the following design standards:
- i.** Designed to accommodate motor vehicle speed between 5 and 15 miles per hour.
 - ii.** Designed to accommodate low motor vehicles volumes, consistent with the classification of the existing or planned facility specified in the Springfield Transportation System Plan.
 - iii.** Lacks design elements that suggest motor vehicle priority and segregate modes.
 - iv.** Incorporates design elements that suggest pedestrian priority and the function of the street as a place for social, economic and cultural exchange, including but not limited to gathering areas, streetscape furniture, lighting, art and landscaping.
 - v.** Incorporates design elements that provide navigational cues to pedestrians with vision disabilities including but not limited to detectable edges.
 - vi.** The design must distinguish itself from a conventional street through incorporation of features such as gateway treatments, traffic calming measures, and detectable changes in surface texture and color to mark transitions from pedestrian-only space to shared space, as approved by the City Traffic Engineer.
 - 1.** Transitions from shared spaces to vehicular lanes on intersecting conventional streets must be designed in a way that enables pedestrians with vision disabilities to detect the transition and to find a designated crossing of the conventional street.
 - 2.** If a detectable warning surface is used to indicate the transition between the shared zone and an intersecting conventional street, it shall align with a marked crosswalk.

Figure 3.4-430A.2.g. Examples of Shared Streets (illustrative only)



h. Curbless “Plaza” or “Festival” Street. The Director may approve a Curbless “Plaza” or “Festival” Street—defined as a street designed to provide flexible and accessible space for festivals, farmer’s markets, and other activities, during which time the street is closed to motor vehicles, and at other times, pedestrians and vehicles are segregated as on a conventional street, with pedestrians occupying the sidewalk and motor vehicles occupying the vehicular travel lanes. A Curbless “Plaza” or “Festival” Street facility design is not intended to enable pedestrians to comfortably mix with moving motor vehicles in the same space. The facility must be designed in accordance with accepted transportation planning or engineering principles, including but not limited to the following design standards:

i. Designed to accommodate motor vehicle speed less than 25 miles per hour.

ii. Designed to accommodate motor vehicles volumes, consistent with the classification of the existing or planned facility specified in the Springfield Transportation System Plan.

iii. The facility will provide street connectivity consistent with the **purposes and outcomes** and connectivity standards in this Subsection.

iv. If on-street motor vehicle parking is provided, the City Traffic Engineer may require the edge of the parking lane to be set off from pedestrian space by a detectable edge.

v. The facility shall be designed to provide an accessible path of travel for pedestrians with vision disabilities, as well as for pedestrians with other disabilities, at all times, including during occasional and special use events.

Figure 3.4-430A.2.h. Examples of Curbless “Plaza” or “Festival” street designs (illustrative only)





3. Vacation of Right-of-way—Applicable Criteria. To ensure that there will be no negative effects on access, traffic circulation, emergency service protection or any other benefit derived from Downtown public streets and alleys, the following approval criteria are applicable to proposed street or alley right-of-way vacations within the Plan District in addition to the applicable criteria in Section 5.20-130:

- a.** The alternative pattern created by the vacation is consistent with the purposes and outcomes and street connectivity standards in this Subsection, Section 4.2-105A.1.a, and other applicable provisions in this Code.
- b.** The vacation will not increase the non-conformity of existing development abutting the alley or street being vacated by addressing the following:
 - i.** Properties affected by the vacation shall maintain primary on-street entry access for pedestrians;
 - ii.** Properties within the block of the vacation shall maintain existing alley access for loading and refuse collection, or will be provided with an alternative off-street solution to provide access for loading and refuse collection equivalent or superior to the alley or street being vacated.
 - iii.** When an alley is relocated, alley right-of-way must be dedicated and improved to the standards in this Subsection.
- c.** When any portion of a street is vacated, the applicant must design and construct an equivalent public connector facility on the property to maintain street connectivity through the property. The facility alignment and design must support direct and convenient accommodation for pedestrians and bicyclists equivalent or superior to the existing or planned street being vacated. The equivalent connector facility must meet or exceed standards specified in Subsection 3.4-430A-2.e. through f.

- d. When any portion of an alley is vacated, the applicant must design and construct a public facility to support vehicular access equivalent to the vacated alley. The facility must be designed to the right-of-way and design standards in this Subsection.

4. Public right-of-way widths are as specified in Section 4.2-105C, **Table 4.2-1** and the Plan District standards in Table 3.4-430A. Where width standards differ, the Plan District standards shall prevail. When additional right-of-way is required, setbacks are based on future right-of-way locations.

Table 3.4-430A.4 Downtown Alley and Sidewalk Right-of-Way Width Standards

<i>Public Right-of-Way</i>	<i>Minimum Right-of-Way</i>
Alleys see Section 3.4-430C.	20 feet
Sidewalks see Section 3.4-430D.	12 feet

Figure 3.4-430A.4 Existing Springfield 13-foot wide alley with art mural, shade trees and access to parking



Bicycle Improvements Commentary: A future update of the City’s Pedestrian and Bicycle Plan will address location and design of facilities within the Plan District. Downtown streets need to provide safe travel and access for bicyclists as well as motorists and pedestrians. Where there is enough right-of-way, this can be done through provision of bike lanes. Bicycle facilities can help better define travel lanes and help calm traffic. On Main Street, existing conditions accommodate important main street features —12 foot sidewalks and on-street parking, but do not currently accommodate bike lanes. If speeds are very low—25 mph or less—cyclists can share a regular travel lane with cars. In downtowns, signal timing needs to take into account the convenience of bicyclists and pedestrians. For example, the traffic signals in downtown Portland are timed for speeds of 12–16 mph, allowing bicyclists to ride with traffic. Keeping motor vehicle speeds low, as well as providing incentives such as convenient bicycle parking, may enable some, but not all bicyclists to feel comfortable riding on Main Street, but many

recreational cyclists will not feel comfortable. Although parallel routes are encouraged, cyclists, like motorists and pedestrians, consider Main Street a destination. Ideally, construction of a protected bikeway loop in the Downtown as envisioned in the Downtown Urban Design Plan and Implementation Strategy (adopted by Council in 2010) would support and encourage family-friendly bicycling within and through the Downtown, and facilitate connections to the off-street multi-use path system.

5. Facilities to accommodate bicycle travel shall be as specified in the Transportation System Plan, the Springfield Bicycle Plan and Chapter 4 of this Code.

Figure 3.4-430A.5. Examples of protected bikeway facilities used to promote safe and comfortable travel by bicyclists in downtown settings (illustrative only)



B. Additional Right-of-Way, Build-to Lines, and Required Improvements.

1. Whenever an existing street, alley or sidewalk of substandard width is abutting or within a development area requiring Development Approval, dedication of additional right-of-way is required. Dedication of needed right-of-way shall be required prior to the issuance of any building permit that increases parking or gross floor area.
2. When additional right-of-way is required by Section 4.2-105 of this Code or by this Plan District, setbacks and location of development on a site as specified in Section 3.4-435A are based on future right-of-way locations.
3. Right-of-way shall be dedicated through the approval of a subdivision or partition plat where applicable, or by a Bargain and Sale Deed which shall be submitted to the City for review and acceptance. Whenever street dedication results in right-of-way that does not connect with the City street system, a deed restriction shall be recorded with Lane County Deeds and Records such that the property shall not be built upon until a fully improved street is constructed to serve the property, and is connected with the City street system.
4. Sidewalks, streets, alleys, and other facilities providing public access must be improved as specified in this Code. Notwithstanding Section 4.2-105G.2.d. Exception ii, when a change of use or redevelopment of a site larger than 10,000 square feet increases gross floor area and will increase traffic on the City street system and the development takes access from an unimproved or partially improved street, alley or sidewalk, the street or alley frontage of the lot shall be fully improved to City specifications in accordance with the criteria in Subsection 4.2-105G.2 a-d. Downtown alley improvements shall be as specified in Subsection 3.4-430C.
5. Changes of use which do not increase parking or gross floor area shall not be considered development which increases traffic on the City street system; full street improvement or an Improvement Agreement shall not be required.
6. An approved performance bond or suitable substitute in an amount sufficient to ensure the completion of all required improvements prior to building occupancy may be required to ensure compliance with an executed Development Agreement.

Alleys Commentary: To continue the historic block pattern, character and scale of Downtown development, and Springfield's longstanding "Art Alleys" concept, improvement and use of existing alleys and extension of the alley network to development sites is strongly encouraged. Design standards for alleys within the Plan District address needs for site access, utilitarian features and other practical considerations unique to Downtown. The standards also consider the placemaking potential of alleys to support increased interest in downtown business development fronting on alleys.

The City-wide minimum right-of-way and minimum paved width for alleys is 20 feet (SDC Table 4.2-105, Table 4.2) The existing alleys in Downtown are 13, 14 and 16 feet wide and thus do not meet the City-wide standard. The draft code language maintains the 20' right-of-way width standard and proposes that the existing "historic" 13-16

foot paved alley width can be utilized for access and loading to serve developments. The proposed standards for ROW dedication in C.1.a. require proportional dedication to contribute to the minimum 20' ROW. The result of requiring ROW dedication is to decrease a non-conforming alley right-of-way width over time as properties redevelop. Additional ROW will be useful in the future to upgrade infrastructure, address technology changes, etc. The intent of reducing the required pavement width is to enable development that is not feasible or would require a variance under the existing standards. This approach would support infill development on smaller lots that utilizes existing infrastructure. Improvement requirements for alleys are stated here to let the prospective developer know which stormwater management controls may be necessary and required.

C. Alleys—Design, Improvements and Utilization. Downtown alleys must be dedicated and improved as specified in this Code, the EDSPM, and SCS to provide critical service and utility functions and access to downtown properties. Alley width and improvement standards are established for the Plan District to address existing conditions unique to Downtown alley use, right-of-way and improvement.

1. Whenever an existing alley of inadequate width is abutting or within a development area requiring Development Approval, additional right-of-way dedication and alley improvement is required in accordance with the following criteria and standards:

a. Whenever an existing alley with less than 20 feet of right-of-way width is abutting or within a development area, and the development will increase traffic on an existing alley by utilizing the alley as vehicular access to the development area, property on each side of the alley shall dedicate a proportional share of the additional needed right-of-way as shown in Table 3.4-430C.1.a. **EXCEPTION:** Development within existing buildings abutting the alley does not require additional alley right-of-way dedication.

Table 3.4-430C.1.a Alley Width and Right-of-Way Dedication

<i>Existing alley right-of-way width</i>	<i>Required alley frontage right-of-way dedication per side of alley</i>
13' alley	3.5 feet
14' alley	3 feet
16' alley	2 feet

b. Whenever a development abutting an alley will increase traffic on an existing alley by taking access from that alley, the alley shall be improved as necessary to meet City standards specified in this Code, and to maintain a continuous clear paved width of at least 12 to 16 feet along the segment of the alley abutting the subject property to match the existing paved width of the alley.

c. Alley improvements shall include treatment of stormwater runoff as required by this Code.

- d. Alley improvements required by this Code at time of development shall be constructed as specified in the EDSPM and Springfield Standard Construction Specifications, and completed prior to issuance of final building occupancy.
 - e. All other improvements required by the Code shall require an Improvement Agreement as a condition of Development Approval, postponing improvements until the time that an alley improvement project is initiated.
2. Access to development from alleys shall be as specified in Subsection 3.4-430G.
 3. The Director may approve improvements to existing or new alleys incorporating trees, rain gardens, landscaping and public art where space permits, and where required clearances from pavement edges are met. Maintenance shall be the responsibility of the abutting property owner.
 4. New development abutting any alley shall be setback from the alley as specified in Section 3.4-435A.8. **EXCEPTION:** Development within an existing building abutting an alley.

Alley Stormwater Commentary: *As public right-of-way, alley improvements must be designed to meet City design standards for managing stormwater runoff and treatment. Where space and soil conditions permit, green infrastructure approaches may be incorporated, otherwise, mechanical treatment shall be utilized. If the existing stormwater infrastructure or the opportunity presents itself i.e. system redesign occurs, the existing storm system shall be upgraded to include treatment of stormwater runoff as a retrofit project. Given existing conditions, there will be little room, if any, for planters or swales in existing alleys, thus stormwater improvements within the alley right-of-way may be limited to installation of double chambered catch basins. Most of the alleys in the downtown area are already paved or have hard-packed soils that are effectively impervious. As new buildings are constructed abutting alleys, there may be opportunities to construct flow-through planters or other green infrastructure solutions to provide vegetative treatment and increase the visual appeal of alleys.*

Figure 3.4-430C.3. Example of an alley incorporating pervious pavement and plants



Figure 3.4-430C.3. Examples of stormwater treatment planters in narrow spaces

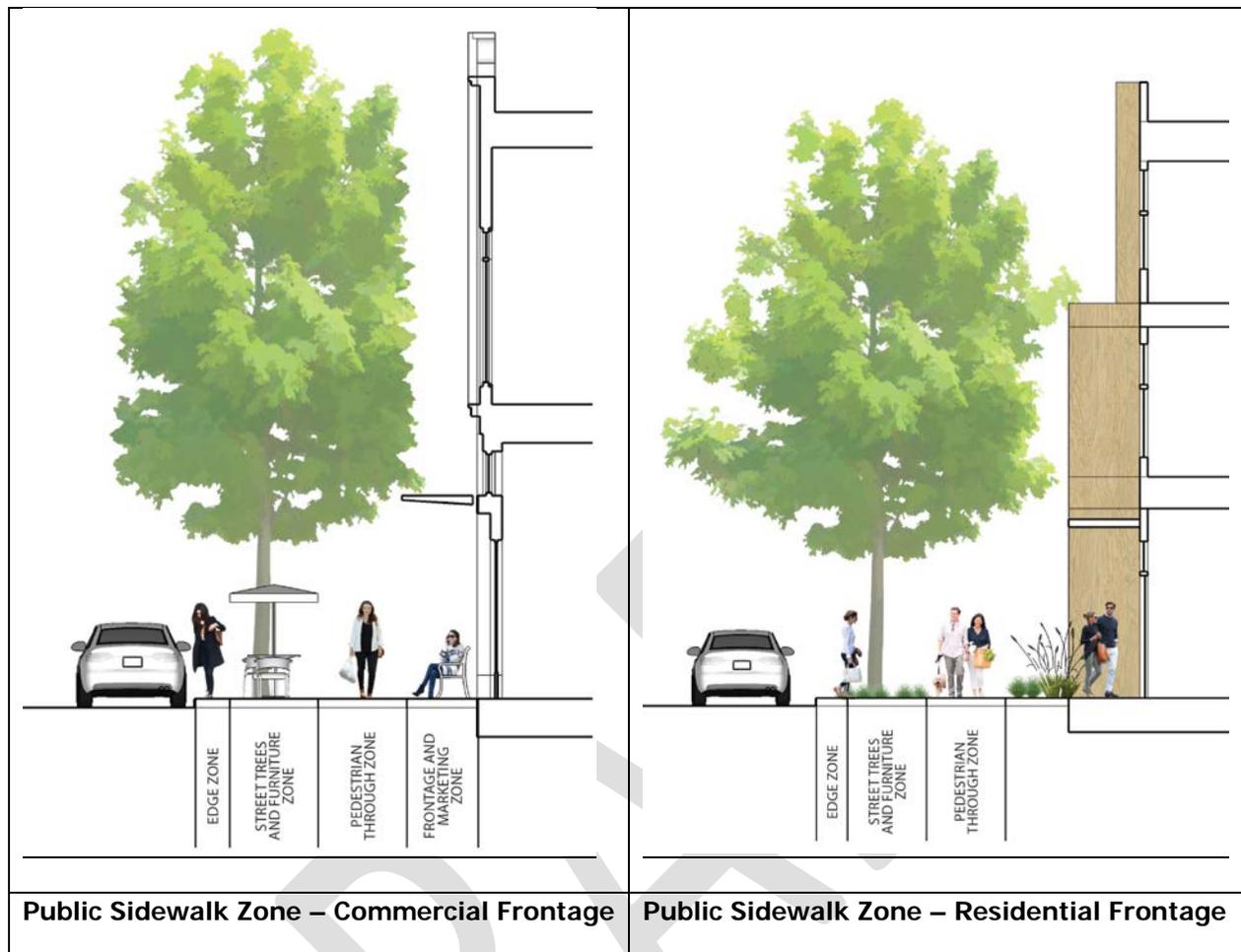


Sidewalks Commentary: *The recommended minimum sidewalk width in a downtown is 12 ft (3.6 m), at least 6 ft of which must be clear of obstructions. This width allows pairs of pedestrians to walk side by side, or to pass each other comfortably. It generally provides enough width for window shopping, some street furniture, and places for people to stop. More width is desirable to accommodate bus shelters, sidewalk cafés, and other outdoor retail.*

Existing sidewalk zones (including landscaping) within Springfield’s Downtown District vary in width, ranging from 11 to 14 feet on Main Street, from 7 to 18 feet on South A Street, from 8 to 17 feet on A Street, and from 9 to 16 feet on 5th Street. Downtown sidewalk standards need to accommodate higher anticipated pedestrian volumes and provide ample space for an expanded frontage zone as well as other street furniture.

The proposed Code requires landscaped setback frontage for development with ground floor residential units and no landscape setback frontage for commercial ground floor uses. Street trees and decorative street lighting are required streetscape improvement for all development.

Figure 3.4-430D.1 Public Sidewalk Zone



D. Public Sidewalk Zone—Right of Way and Required Public Sidewalk Zone Streetscape Improvements. The Public Sidewalk Zone is the public right-of-way located between the face of curb and the abutting property line. It includes the curb, sidewalk pavement, street trees, lighting, landscaping and streetscape amenities. Sidewalks shall be designed and constructed as specified in Subsection 4.2-135A-E, and the following Plan District standards. While the configuration of pavement, landscaping and street furniture will vary throughout the Plan District to reflect existing conditions and uses, the minimum width dimensions specified in this Section must be provided and maintained.

1. Sidewalk Right-of-Way. The minimum width of the Public Sidewalk Zone right-of-way is 12 feet, including pavement, curb, street trees and landscaping. Larger widths are preferred and encouraged to provide more ample, comfortable and useful space for pedestrians, street trees, and café seating.
2. The Public Sidewalk Zone must be located wholly within the public right-of-way, unless otherwise approved by the Director, and must be designed and

constructed as specified in the following standards, applicable State and federal accessibility standards, **EDSPM** and **SCS**.

3. The following Sidewalk Zones are established to provide a balance of pedestrian- and business-oriented functions, uses and activities within the Public Sidewalk Zone.
 - a. Pedestrian Through Zone: the primary, accessible pathway that runs parallel to the street that ensures that pedestrians have a safe and adequate place to walk. A paved area no less than 6 feet wide must be provided.
 - i. This zone must be free of obstacles and must maintain an alignment that does not deflect horizontally more than 1 foot, except as necessary to avoid mature trees or other fixed obstacles.
 - ii. Where zero lot line buildings exist, and less than the minimum required public sidewalk zone width exists, the Director will require coordinated placement of trees, lighting, street furnishings, and poles to provide a Pedestrian Through Zone free of obstacles and an alignment that does not deflect horizontally more than 1 foot.
 - iii. Transit facilities (such as bus shelters) shall be placed outside of the Pedestrian Through Zone.
 - b. Edge/Curb Zone: The portion of the Public Sidewalk Zone abutting the curb. A minimum clear zone of 1.5 feet from face of curb must be kept clear of any objects or structures, except parking meters approved by the Director and ADA-compliant street tree grates. Where this zone abuts on-street parking spaces, and where space permits, paved areas shall be provide between the curb and the street tree planters — located to facilitate pedestrian access from parked cars to the sidewalk and to protect the trees and landscaping.
 - c. Frontage and Marketing Zone: The portion of the Public Sidewalk Zone located immediately adjacent to the property line. Building-related features such as entryways, ramps, outdoor café seating, landscaping, awnings, news racks, benches, and permitted A-frame signs may be located in this zone where they do not obstruct the required Pedestrian Through Zone.

- d. **Street Trees and Furniture Zone:** The portion of the sidewalk between the curb and the Pedestrian Through Zone that serves as a buffer from vehicular traffic. This zone shall be 4 feet or wider in cross-section and includes a minimum clear zone of 1.5 feet along the curb that must be kept clear of any objects or structures, except parking meters approved by the Director and ADA-compliant street tree grates. Street trees and landscaping (including rain gardens or flow-through planters), transit stops and shelters, street lights, street furniture, bicycle racks, café seating, utility poles, permitted signs, signal and electrical cabinets, and fire hydrants are located within this zone. Dimensions of street tree planters shall be as specified in Section 3.4-430-D5.a. The Director may approve public art installation within this zone.

Table 3.4-430D.3. Downtown Sidewalk Zone Minimum Width Standards

<i>Sidewalk Zone</i>	<i>Minimum Width</i>
Total Public Sidewalk Zone Right of Way	12 feet
Zones within the Sidewalk¹ Right of Way	
Pedestrian Through Zone	6 feet
Street Trees and Furniture Zone	4 feet ²
Edge/Curb	6 inches
Frontage and Marketing Zone	None
Enhancement Area	As determined by the Director

1. Width of zones may vary so long as all minimum widths are provided and maintained
2. Includes the required 1.5-foot clear zone from face of curb

Figure 3.4-430D. Example of transit stop shelter located in Street Trees and Furniture Zone
(illustrative only)



4. Streetscape Enhancement Areas. As determined by the Director, streetscape features including but not limited to on-street bike parking, bike-share stations, sidewalk extensions, and bulb-outs may be located within the on-street space directly adjacent to the curb in place of or alternating with on-street parking stalls. A “parklet” — a temporary public seating platform constructed in the curbside portion of the street immediately abutting the public sidewalk zone may be located in the streetscape enhancement area as specified in Subsection 3.4-430F.3.

Figure 3.4-430D.4 Examples of Streetscape Enhancement Areas





5. Required Public Sidewalk Zone Streetscape Improvements. The following standards specify the required streetscape improvements for development in addition to sidewalk pavement. Street trees and decorative lighting must be provided along the property frontage(s) as follows:

Street Trees Commentary: *The public, retailers and planners have differing opinions regarding street trees. Since the 1960's street trees were installed in downtowns— including Springfield's — as part of revitalization efforts. The Development Code requires street trees throughout the City because they provide multiple social, economic and environmental benefits in addition to aesthetic enhancement.*

SDC 3.2-625D1.b. is the existing standard for street tree planter size in Mixed-Use Zoning Districts: "Required street trees shall be placed in planter strips between sidewalks and curbs as specified in Sections 4.2-135 and 4.2-140, or in individual tree pits. If individual tree pits are utilized, each pit shall be a minimum of 64 square feet per tree, with a minimum width of 4.5 feet." For example, is a planter is 4.5-feet wide the length of a rectangular planter would be 14 feet, and a 5 feet-wide planter would be 8 feet long. The proposed code reduces the required planter size and retains a flexible square footage standard to address the challenges of planting within the confines of the existing Downtown sidewalk zone and competing uses of the sidewalk.

The (existing) EDSPM establishes standards for street tree placement and spacing based on traffic engineering vision clearance standards and separation from street lights. While the Manual allows some flexibility for placement of trees to address constraints present in the built-up Downtown core sidewalk zone (e.g. underground utilities), the existing standards do not address the relationship between street tree species selection and placement in consideration of storefronts and building entrance visibility. The proposed design standards call for a more balanced approach, with the goal of maintaining and creating healthy tree canopy throughout the Plan District to enhance and reinforce Downtown as a destination. This is accomplished through use of tree species that provide appropriate high clearance, high branching canopies to enhance, not block, storefront visibility, and by allowing more flexibility in tree placement along low-speed streets such as Main Street.

Urban design experts recommend street trees to enhance a downtown's uniqueness and authenticity. Retail development experts recommend paying special attention to species selection and placement to address concerns for visibility of retail signage, storefronts, and civic buildings. When smaller species are selected because they are deemed to fit better within a narrow sidewalk zone, those species are more

likely to block motorists' and pedestrians' views of storefronts and signage and will fail to provide useful shade canopies. The proposed design standards provide a list of high branching canopy shade trees appropriate in the Plan District, and appropriate planting details and options for accommodating trees within the public sidewalk zone.

Figure 3.4-430D.5.a. Examples of high branching street tree canopy that enhances the downtown storefronts and streetscape



- a. Street Trees are required along all streets in the Plan District. Street trees in the Downtown urban environment have special design and installation requirements to support tree health within the confines and constraints of the public sidewalk zone while minimizing risks and hazards to the public. Where standards in this Section conflict with Section 4.2-140 or the EDSPM, the standards in this section shall prevail. The standards are intended to provide a continuous high-branching canopy of deciduous shade trees above the sidewalk, storefronts and street to create a special welcoming ambience in the Downtown while providing shade and multiple social, economic and environmental benefits.
 - i. Trees shall be provided along the street frontages of the subject property, at a spacing of 30 feet.
 - 1. The Director may grant a 1-for-1 reduction in the number of street trees required when a development is designed to preserve healthy, mature trees located within the sidewalk zone or within 10 feet of the sidewalk.
 - 2. Precise locations of required street trees will be determined by the Director during the Development Approval process. Street

tree species selection and placement along Main Street shall, to the maximum extent practicable, provide a high branching canopy to frame views of storefront windows and entrances to enhance the storefront business district.

- ii. Street trees shall be located in the Street Trees and Furniture Zone of the sidewalk as depicted in Figure 3.4-430D.1. Placement of trees shall be centered within the cross-sectional width of the planter. The Director will determine applicable vision clearance standards in accordance with the current American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Designs for Streets and Highways. **EXCEPTION:** Trees may be permitted in Streetscape Enhancement Areas as determined by the Director.
- iii. Street Trees shall be planted in individual or connected tree pit landscape planters as specified in Options A-C below and as shown in the examples in Table 3.4-430D5.a.2. Each tree requires a landscape planter that provides no less than 24 square feet of surface area with no horizontal dimension less than 4 feet. Planters shall be located within the right-of-way to provide the applicable Edge/Curb zone clearance and paving requirements specified in Subsection 3.4-430D.3. The Director may require enlargement of existing tree pits to alleviate constrained tree roots or trunks to provide better growing conditions for an existing tree. The required depth and preparation of tree pits and planting of trees shall be as specified in the EDSPM and SCS.
 - 1. Option A: Street trees in landscape planters require a minimum of 24 square feet (4 feet by 6 feet, 5 feet by 5 feet, or larger). The ground plane beneath the tree shall be covered with a quantity, type, and size of landscape plants sufficient to fill in the surface area of the planter within 2 years after planting, and shall be comprised of ground cover plants such as ornamental or native low shrubs, grasses and flowering plants that will not exceed 2.5 feet in height at maturity. Minimum size at planting shall be 4-inch pots or plugs. Ground cover planting shall be maintained by the property owner. No lawn or turf grass is permitted within the Street Trees and Furniture Zone.
 - 2. Option B: Street trees in individual tree pits with City-approved decorative tree grates shall be a minimum of 24 square feet (4

feet by 6 feet, 5 feet by 5 feet, or larger). Grates are permitted where the Public Sidewalk zone is less than 12 feet wide, and are warranted only where high volumes of pedestrian traffic are expected, where on-street parking exists, or where pedestrian trampling and soil compaction of open landscape planters is likely to occur. The space immediately around the tree shall not be considered or used as a part of the Pedestrian Through Zone. All planters and grates must be designed to allow gradual changes in the shape and elevation of the planter to accommodate the base of the trunk (flare) of the mature tree and the emerging structural roots near the trunk. To the maximum extent practical, design of all grates within a block shall be of consistent type, design, material and color.

- 3.** Option C: Street trees in linear landscape planters larger than 24 square feet. Street trees may be arranged in linear planters at least 4 feet wide, as regularly spaced individual trees in connected tree pits or as groupings of trees. Ground cover planting shall be provided as specified in Option 1 above and shall meet all applicable vision clearance standards.
 - iv.** Street tree species shall be selected from the list in Table 3.4-430D5.a. to provide appropriate size, growth form and ornamental attributes to enhance business district storefronts. The shortest cross-sectional width of the planter or tree well shall be used to determine the appropriate tree species. The Director will assist the developer in selecting street tree species during the Development Approval process.
 - v.** Trees shall be at least 2 inches in caliper, and conform in size and quality grade to the American Standard for Nursery Stock, current edition.
 - vi.** Where there is on-street parking, coordinate parking stalls and street tree locations to the extent practicable to minimize conflicts with vehicle doors. When adding trees to the existing streetscape, movable site furnishings shall be relocated as necessary to allow for appropriate spacing of street trees.
 - vii.** The required street trees and landscaping shall be provided with a permanent underground irrigation system.

- viii. The Site Development Plan shall include landscape specifications for planting, irrigation, soil preparation (including depth and organic matter requirements), to ensure the health and vitality of required planting, and to demonstrate compliance with this Subsection. When retrofitting existing tree pits for replanting, the soil must be replaced with a new soil mix designed to meet urban street tree planting specifications, and provisions shall be made for soil volume, drainage, microclimate, moisture levels and other site considerations appropriate for the site and species selected. All waste material shall be removed from required planting areas prior to the application of topsoil.

- ix. Inspection may be made by the Director's representative prior to planting to verify proper rough grade and installation of irrigation systems. Trees, plants and soil preparation may be inspected prior to or in conjunction with the occupancy inspection to ensure that placement, quantity, size and variety conform to the approved Site Development Plan and the requirements of this Section. Nursery tags identifying variety and species shall remain on the planted material until the final site inspection has been completed or prior to issuance of Building Occupancy.

Table 3.4-430D.5.a. Approved Downtown Street Trees Species by Minimum Planter Width¹

<i>Medium Trees — 4 foot planter minimum width</i>	
Botanical Name²	Common Name
Acer rubrum 'Frank Jr.'	Redpointe Red Maple
Acer rubrum 'October Glory'	October Glory Red Maple
Acer truncatum x platanoides 'Urban Sunset'	Urban Sunset Maple
Carpinus caroliniana 'Native Flame'	Native Flame American Hornbeam
Carpinus betulus 'Emerald Avenue'	Emerald Avenue Hornbeam
Koelreuteria paniculata 'Sunleaf'	Sunleaf Goldenrain Tree
Nyssa sylvatica 'Hayman Red'	Red Rage Tupelo
Ostrya virginiana 'Autumn Treasure'	Autumn Treasure Hop Hornbeam
Ulmus propinqua 'Emerald Sunshine'	Emerald Sunshine Elm
<i>Medium Columnar Trees — 4 foot planter minimum width within 30 feet of street light</i>	
Acer rubrum 'Armstrong'	Armstrong Red Maple
Nyssa sylvatica 'Firestarter'	Firestarter Tupelo
Parrotia persica 'Vanessa'	Vanessa Parrotia
<i>Large Trees — 6 foot planter minimum width</i>	
Ginkgo biloba 'Golden Colonade'	Golden Colonade Ginkgo
Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffee Tree

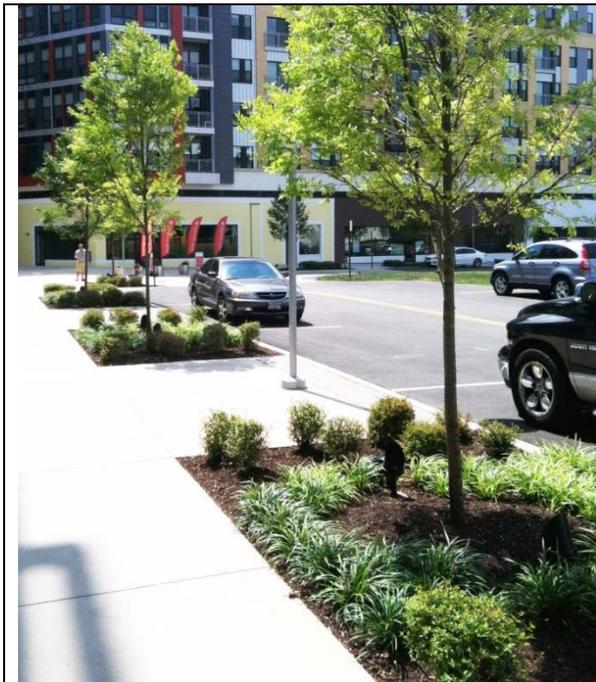
Tilia cordata 'Baileyi'	Shamrock Linden
Ulmus 'Frontier'	Frontier Elm

¹. Cross-sectional width of planter or tree pit between the 6-inch curb and the Pedestrian Through Zone

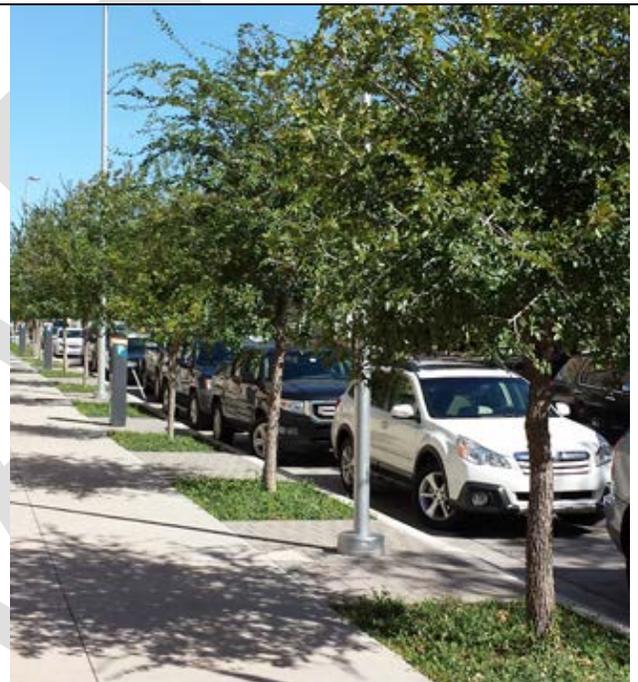
². Cultivated varieties with size, form and growth characteristics equivalent to the listed cultivars may be approved as equivalent by the Director.

³. Other tree species and landscaping may be approved by the Director for use in public right-of-way street improvement projects. Coniferous and other evergreen species may be used as street trees in center medians or roundabouts when planter width is equal to or greater than 8 feet wide.

Figure 3.4-430-D5.a. Street Tree Planting Options



Option A. Street Trees in Landscape Planters



Option A. Street Trees in Landscape Planters

Credit: James Urban



Option B. Street Trees with Decorative Tree Grates



Option C. Street Trees in Linear Landscape Planter *Credit: bikeportland*

- b. Decorative street lighting and poles with City-approved LED fixtures and lighting controls must be included with all new developments or redevelopment to meet the illumination standards specified in **Section 4.2-145C and the SCS**. Lighting must be located within the Street Trees and Furniture Zone of the sidewalk. Precise locations for installation and number of required lights to meet City illumination standards shall be determined during the Development Approval process.
 - i. Decorative poles and luminaires of the designs and types illustrated in Figure 3.4-430D.5.b. are the standard in the Plan District.
 - ii. Material, color and finish. Lighting poles shall have a durable, black gloss or semi-gloss finish to provide visual consistency with the existing Downtown decorative lighting fixtures.
 - iii. Luminaires shall be of equivalent design as the existing Downtown decorative lighting fixtures and shall be equipped with cut-off shielded optics to prevent glare.
 - iv. Mounting height. 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.
 - v. Installation. Installation shall be as specified in the SCS.

Figure 3.4-430D.5.b. City-approved decorative lighting



Streetscape Furniture Commentary: Streetscape furniture provides amenities to enhance the pedestrian’s comfort and experience of Downtown. Lighting, seating, planting and bicycle parking provide a welcoming atmosphere, and by providing spaces to pause, rest, socialize and people-watch, help to create an active, safe and lively street life. While the City encourages variety of design in the Downtown, the direction from Council is to propose specific standards for the public streetscape design elements that the City would provide, to create a more consistent, unified look throughout the district. The proposed street furniture standards will create that consistency through use of color and materials and a “streamlined traditional” style, repeating the black powder-coated paint finish of the recently installed pedestrian lighting, and recently-installed bicycle parking racks. A cohesive suite of streetscape furniture contributes to a consistent, identifiable look, and helps reduce visual clutter. The proposed designs and layout of the furnishings is intended to enhance function, comfort and safety and be in character with the surroundings.

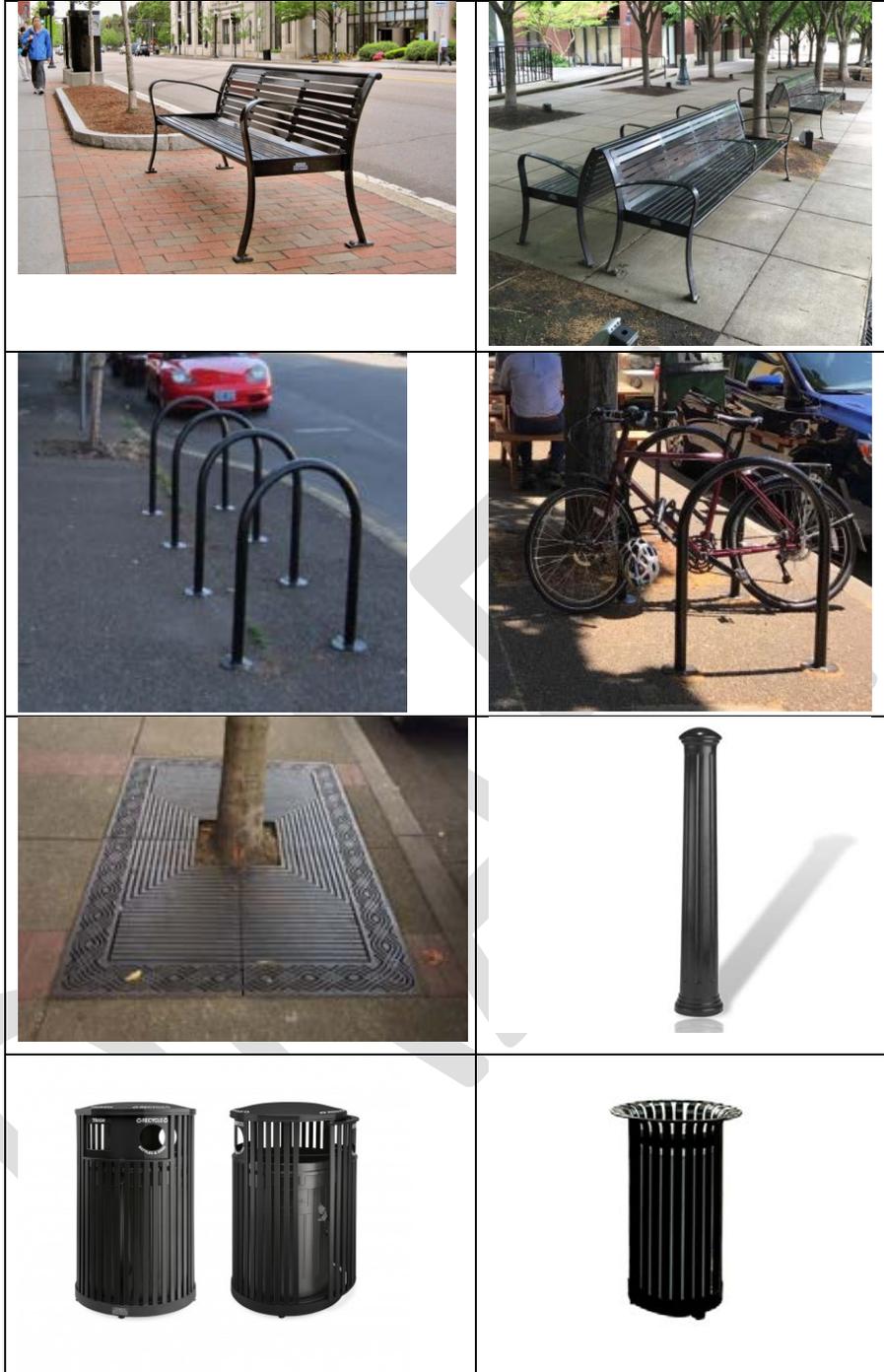
Street furnishings provide people with places to sit and rest, spaces for socializing and people-watching, and help to create an active and lively street life. This type of furnishing differs from Café Seating, which allows businesses to extend their seating to adjacent sidewalk area. See the Café Seating section of this document for further information.

Furniture, bike racks, etc. are best placed in the outer “Furniture Zone” of the sidewalk to keep the Pedestrian Through Zone and marketing zone along storefronts free of obstacles.

6. Streetscape Furniture—Permanent or Temporary. Permanent streetscape furniture elements such as lighting, benches, planters, trash and recycling receptacles, bike racks and bollards are installed as permanent fixtures within the Downtown public sidewalk zone. Temporary furniture elements such as café seating, umbrellas, planters and similar decorative items are installed under the City's Sidewalk Café permit process. This Subsection establishes standards for locating both types of furniture within the right-of-way. The design standards for required types, colors and finishes of permanent furniture are applicable to furniture installed to meet development requirements of this Code — to ensure that furniture installations contribute to a consistent, unified Downtown streetscape.
- a. The Director shall determine appropriate locations for placement of street furniture, café seating and other elements placed within the Public Sidewalk Zone right-of-way through the Development Approval or applicable Right-of-way Encroachment Permit process.
 - b. Furniture shall be placed within the Street Trees and Furniture Zone.
EXCEPTION: Where a Frontage and Marketing Zone exists, or where a recessed façade allows additional space on the abutting private property, the City may approve placement of seating, café seating, or planters within the Frontage and Marketing Zone. Such placement shall not obstruct the Pedestrian Through Zone and visibility into storefront windows.
 - c. When selected to fulfill the development requirements of this Code, street furniture shall meet the standards in this Subsection. Furniture shall generally be of the designs and types depicted in Figure 3.4-430D.6 or equivalent, and shall be installed as specified in the SCS.
 - i. Color and finish. Bench seating, bicycle racks, bollards, waste receptacles and similar items shall have a durable, black gloss or semi-gloss finish to provide visual consistency with the Downtown decorative lighting fixtures.
 - ii. Seating shall be ADA-compliant and shall measure at least 5 feet in length.
 - iii. Bicycle racks shall be as specified in Subsection 4.6-145 and securely anchored to the pavement as specified in Figure 4.6-B. or C.
 - iv. Street tree grates shall meet the following standards:

1. Comprised of iron or steel material, black, gray or standard raw iron natural patina finish
 2. Rectangular or square shape
 3. 4' x 6' or 5' x 5' multi-piece removable design (Urban Accessories "Chinook" or equivalent), equipped and installed with perimeter installation frame
 4. Permeable surface or approved suspended paver-grate system
 5. ADA-compliant
 6. May incorporate low-voltage uplights
- v. Bollards shall meet the following standards:
1. Comprised of iron, cast aluminum, or steel material
 2. Collapsible design
 3. No chains are permitted
 4. Bollards incorporating lighting may be permitted
- d. All furniture, including movable or site-built elements such as planters, benches, tables and chairs placed by a business or property owner within, attached to, or abutting the public sidewalk zone must be placed to maintain all applicable minimum clearances; be composed of materials designed to have at least a 10-year expected service life; and be suitable for outdoor use. A maintenance agreement is required for Director approval.
- e. Installation of café seating must meet the design standards in Subsection 3.4-430D.11.

Figure 3.4-430D.6 Examples of City-approved Streetscape Furniture designs



7. Utility cabinets and vaults that are permitted within the sidewalk right-of-way shall not obstruct pedestrian circulation, block entrances to buildings or curb cuts, or be located within vision clearance areas.
8. The design of sidewalks, planters, medians, and other streetscape design elements must allow for service access to underground utilities.

9. The Director shall determine appropriate locations for stormwater treatment facilities (such as rain gardens or flow-through planters) within the streetscape right-of-way through the Development Approval process.

Figure 3.4-430D.9 Examples of stormwater treatment facilities within the streetscape right-of-way (illustrative only)



10. The Director shall determine appropriate locations for placement of public art within the Public Sidewalk Zone right-of-way. Public art must be approved through the City of Springfield Public Art Program.

Figure 3.4-430D.10 Examples of public art located in Street Trees and Furniture Zone (illustrative only)



Café Seating Commentary: *Café seating is associated with a business or restaurant to add seating capacity for its customers, but it also contributes to a vibrant downtown culture and helps to make downtown Springfield a more interesting and inviting place to walk, work, and socialize. Sidewalk cafes can help activate the streetscape to benefit Downtown businesses and enhance economic activity.*

- 11. Café seating — Design Standards Applicable to Café Seating Located in the Downtown Public Sidewalk Zone.** Café seating is a temporary dining area that may be approved by the City to occupy part of the public sidewalk zone on either side of the Pedestrian Through Zone to allow businesses to extend their seating to adjacent sidewalk areas. Café seating may include movable or temporarily fixed furnishings such as tables, chairs, umbrellas, planters, and menu displays.
- a. The City Traffic Engineer will determine appropriate locations through the Café Permit process. Corner sidewalk extensions, wider sidewalks where a Frontage and Marketing Zone exists, or where a recessed façade allows additional space on the abutting private property may provide opportunities for cafe seating. Café seating is not permitted on sidewalks less than 8 feet wide.
 - b. The Director may approve installation and use of café seating amenities including movable or temporarily fixed furnishings such as tables, chairs, umbrellas, planters, and menu displays within the Public Sidewalk Zone right-of-way when the following criteria are met:
 1. The installation is placed within the Street Trees and Furniture Zone or the Frontage and Marketing Zone.
 2. The installation is consistent with the location and design standards in the EDSPM and the applicable City right-of-way encroachment permit program.
 3. A maintenance agreement is executed with the City.

Table 3.4-430D.11 Café Seating Location Options



Examples of café seating in Street Trees and Furniture Zone with Sidewalk Extension



Example of café seating in Frontage and Marketing Zone



Example of café seating in Frontage and Marketing Zone



Example of café seating on both sides of Pedestrian Through Zone

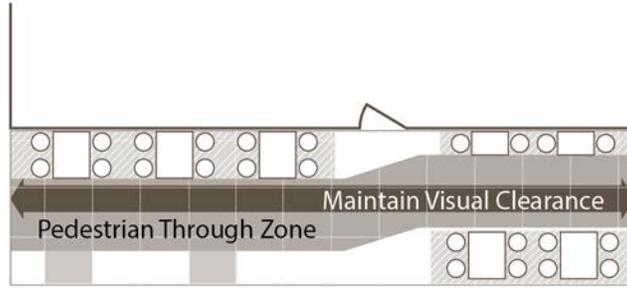


Example of café seating in Frontage and Marketing Zone
Credit: City of McMinnville, OR



Example of café seating on both sides of Pedestrian Through Zone
Credit: City of Carmel, IN

Figure 3.4-430D.11 Café seating locations (Illustrative only)



12. Paving of the Public Sidewalk shall consist of concrete as specified in the EDSPM and SCS.

- a. Where building facades and entrances are recessed from the fronting property line, the area between the building and the Public Sidewalk Zone must be designed to EDSPM and SCS standards to maintain a consistent pavement surface.
- b. All materials, construction and finish detailing shall minimize gaps, discontinuities, or rough surfaces to minimize vibration for pedestrians using wheeled devices such as walkers, strollers, and wheelchairs.
- c. Detectable warnings on curb ramps shall be of a charcoal gray color that contrasts visually with the adjacent sidewalk paving.
- d. The Director may approve use of decorative paving materials, surfacing or colors to accent or embellish building entrances, sidewalk cafés, street tree planters, transit stops and plazas.
- e. The Director may approve incorporation of public art into the pavement of the Public Sidewalk Zone.
- f. A maintenance agreement may be required for special sidewalk treatments permitted by this Subsection.

13. Along a street-facing building facade or portion of a facade where the ground floor use is residential, a landscaped setback at least 3.5 feet wide is required on the development site abutting the Pedestrian Through Zone sidewalk to provide a privacy buffer between the public sidewalk and the dwelling unit and to enhance the streetscape, as specified in Subsection 3.4-435A.10.

Architectural Encroachments commentary: The proposed building design standards in Subsection 3.4-435A.11 establish which architectural façade features may be permitted to encroach into or over the

public sidewalk right of way, vertical clearance requirements, and size standards. Given the narrow public sidewalk zone in most of the Plan District, the proposed design standards prohibit placement of poles and stanchions to support awnings, canopies or marquees within the right of way. Where these features are entirely on private property, the proposed standards are not applicable.

14. Sidewalk Zone Right-of-Way Encroachments —Architectural Projections.

Architectural details and projections such as awnings, marquees, oriel or bay windows, balconies, decks and other similar features that form an integral part of the building façade are permitted in the Plan District and may project beyond the property line subject to the standards of Subsection 3.4-435A.11.

a. Architectural details and projections encroaching over the public sidewalk right of way shall be entirely supported by the building. Structural supports shall not be placed within the public sidewalk right of way.

b. Applied architectural trim details on a building façade such as cornices, eaves, sills, headers, and band courses are not considered encroachments when:

i. they project up to 4 horizontal inches beyond the building wall into the public right of way when less than 10 vertical feet above the sidewalk level; or

ii. they project up to 10 horizontal inches when more than 10 feet above the ground or sidewalk level.

E. Pedestrian Amenities. To enhance the public streetscape along the street frontage of development sites, new structures and substantial improvements to existing buildings shall provide pedestrian amenities as specified in this Subsection.

1. The number of pedestrian amenities required shall comply with the following sliding scale.

Table 3.4-430E.1 Required Pedestrian Amenities

<i>Length of Street Frontage</i>	<i>Number of Amenities</i>
<100 linear feet	0
120-200 linear feet	1
>200 linear feet	3 plus 1 additional amenity for each additional 60 feet over 200 feet.

2. Amenities approved to meet this requirement are permanent seating and bicycle racks of the type, size and design specified in Subsection 3.4-430D or equivalent.

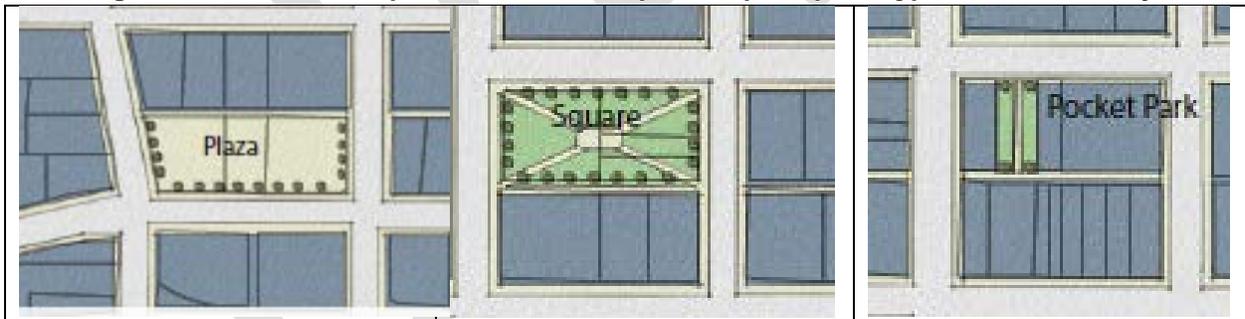
3. The Director may credit installation of permanent public art approved through the City of Springfield public art program toward meeting the pedestrian amenities requirements of this Code.

Plazas and Public Spaces Commentary: Civic and community functions require public space to complement Downtown civic, business and residential uses, celebrations and special events. The proposed code provides design standards to address desired physical properties of downtown plaza spaces. The Downtown Refinement Plan calls for creation of civic gathering places and “great public spaces, both large and small.” A great public plaza, town square or set of linked civic spaces within the downtown can help shape the City’s identity and image and serve as attractions and destinations. Location and design must take into account many factors to ensure that the plaza is easy to get to, easily accessible by foot, supports programming and management needs, and provides amenities that will provide a convivial setting for community members and visitors.

To prepare design standards to implement Downtown Refinement Plan, staff with input from the CAC, Willamalance staff and the public identified urban design elements that support making spaces “great.” The proposed code includes basic standards to address key elements, using clear and objective criteria. Adherence to the standards should result in attractive, safe and comfortable places that are flexible in use and supportive of future space programming needs, and to support the following desired outcomes:

- Enhance public safety
- Increase return on public investments by attracting downtown businesses and tenants and increasing property values
- Communicate City/public expectations
- Support vibrancy of downtown district
- Support optimal physical relationship with abutting and adjacent land uses and public right of way
- Provide consistency with Downtown Streetscape and Development Design Standards.
- Establish parameters for spatial planning to support flexible use and programming of space
- Link to City-wide or District development requirements (e.g. stormwater management, lighting)
- Link to Willamalane Comprehensive Plan

Figure 3.4-430F. Examples of Downtown public open space types (Illustrative only)



F. Plazas and Public Spaces. The design standards in this Subsection are established to support creation of successful, well-used public spaces that serve as community assets by contributing to a cohesive and distinct downtown district that reflects the community’s pride and identity. The standards are applicable to the design and development of public plazas, squares, pocket parks, *parklets* and other public spaces within the Plan District to support implementation of Downtown Refinement Plan goals and policies calling for the creation of civic gathering places and “great public spaces, both large and small.”

1. Public Plaza Design Standards—Location.

- a. Public plazas shall be sited in highly visible locations where they will support and be supported by surrounding Downtown uses and activities throughout daytime and evening hours to enhance public safety. Plaza locations shall be:
 - i. visible and accessible from the street. Walls or planting shall not be placed to impede vision or obstruct access to the plaza from the abutting street.
 - ii. surrounded by buildings or blocks with active ground floor uses (e.g. no blank walls).
 - iii. oriented to provide a local microclimate supportive of user comfort considerations (i.e. sunlight, wind, fresh air, noise).
- b. Plazas shall be easily to find, easily accessible by foot, and shall be located to maintain or enhance pedestrian connectivity and public access within and through the Downtown (i.e. no dead ends).
- c. Streets with a design speed of 25mph or less support a highly walkable plaza streetscape environment.

2. Public Plaza Design Standards.

- a. The streetscape and abutting plaza design shall integrate the functions of both in a compatible and mutually supportive manner that does not impede the circulation of pedestrians.
- b. To achieve integration of plaza and streetscape, the Director may approve a Curbless “Plaza” or “Festival” street design as specified in 3.4-430A.2.h. for streets abutting a plaza to expand the usable space and perceived visual dimensions of the assembly area. In addition to meeting applicable engineering and ADA standards, such designs shall incorporate paving, lighting, planting, and other features to provide a continuity of design in adjacent streetscape and public spaces, by including:
 - i. Special paving materials, colors or patterns to unify the look of the sidewalk, parking lane and crosswalks.

- g.** Public spaces shall be provided with pedestrian lighting. In addition to the required decorative street lighting, bollard lighting may be used along the street edge of a plaza when approved by the Director, and incorporation of special plaza lighting design within the plaza and adjacent buildings is encouraged.
- h.** Plaza design shall incorporate electric receptacles (50 amp, 120V), and potable water connections to support community events, food carts and festival lighting.
- i.** Plazas and public spaces shall provide stormwater management facilities and treatment of impervious surfaces as required by this Code.
- j.** Public spaces shall provide a broad variety of seating types, locations and configurations options for individuals and groups of varied ages, interests and needs.
 - i.** Use of movable furniture is encouraged.
 - ii.** Fixed seating, when used, shall be oriented towards pedestrian traffic flow.
 - iii.** Provide seating and location choices designed to respond to areas of sun and shade.
 - iv.** Provide inclusive seating configurations that enable wheelchair users to pull up next to the plaza furniture.
 - v.** Provide seating to assist persons with mobility problems and the visually impaired such as benches with full back support and armrests to assist in sitting and standing.
 - vi.** Provide a minimum of one linear foot of seating for each 30 square feet of public plaza area.
 - vii.** Provide at least three different types of seating for public plazas larger than 5,000 square feet.
 - viii.** Provide seating placed in close proximity and at angles to one another or in facing configurations to facilitate social interaction.

Figure 3.4-430F.3. Examples of different types of seating for public plazas



Parklets Commentary: There is interest in adding parklets in Downtown. The term “parklet” was first used in San Francisco to describe the conversion of an automobile parking space into a mini-park for passive recreation.

Parklets have caught on, and have become popular additions to downtown streetscapes. Parklets are typically proposed where the sidewalk zone is too narrow or congested to support installation of benches and cafe seating, or where local business owners or residents identify a desire to expand public seating space on a street. Parklets attract pedestrian activity to the streetscape, contributing to a vibrant downtown culture and enhancing economic development.

At this time, Springfield does not have a parklet program or application process, but several model programs exist and could be used as templates for a Springfield program if the City chooses to pursue a program. Although parklets are typically privately funded and maintained, they serve as public space for everyone. Requests to construct parklets may be considered and approved by the City on a case-by-case basis to help make downtown Springfield a more interesting and inviting place to walk, work, and socialize. Approaches for the reprogramming of street spaces vary widely, but typically require creative site-specific design solutions and engagement with the local community.

Design standards for parklets are provided in the Downtown Streetscape Design Standards to ensure consistency with the Downtown Streetscape design standards and Council's goals for revitalizing Downtown. The standards identify key issues involved in their placement, construction and use in relationship to other streetscape design elements and applicable engineering standards. Design standards are not intended to stifle parklet design creativity and innovation, but are necessary to ensure that appropriate safety standards are met.

Parklets and Café Seating are identified in this Section of the Code to provide a regulatory basis for right of way use permit programs and to communicate potential design options to businesses, property owners and developers as they consider downtown business and development projects.

- 3. Public Spaces—Design Standards Applicable to Parklets and Similar Public Uses Located Within the Downtown Street Right-of-Way.** A parklet is a temporary public seating platform constructed in the curbside portion of the street immediately abutting the public sidewalk zone. The Director may approve installation and use of a parklet as a public seating amenity within the right-of-way subject to a Right-of-Way Use Agreement or Encroachment permit process when the following criteria are met:
 - a.** The location is not on an ODOT facility, arterial or collector street;
 - b.** The location is highly visible and supported by high levels of pedestrian and business activity (i.e. directly in front of adjacent businesses or civic buildings with large windows to increase the sense of connection between building interiors and exterior parklet space);
 - c.** The parklet is designed as a visually permeable/transparent outdoor room that extends the public sidewalk zone to become an integral part of the entire Downtown streetscape. Designs shall not create the appearance of a fully- or partially-walled enclosure that is visually separated from the abutting street. To meet this standard, vertical and horizontal elements of the structure shall be fully open to the sidewalk along the sidewalk-abutting edge and at least 75% visually transparent along the street-abutting edge when viewed from the street travel lane. No solid walls of any height are permitted;

- d. The installation is meets the minimum dimensions in Figure 3.4-430F.3.d and applicable design, construction and installation standards in the EDSPM and SCS; and
- e. A maintenance agreement is executed with the City.

Figure 3.4-430F.3. Examples of typical parking space conversion parklets with decking, planters and movable seating (Illustrative only)



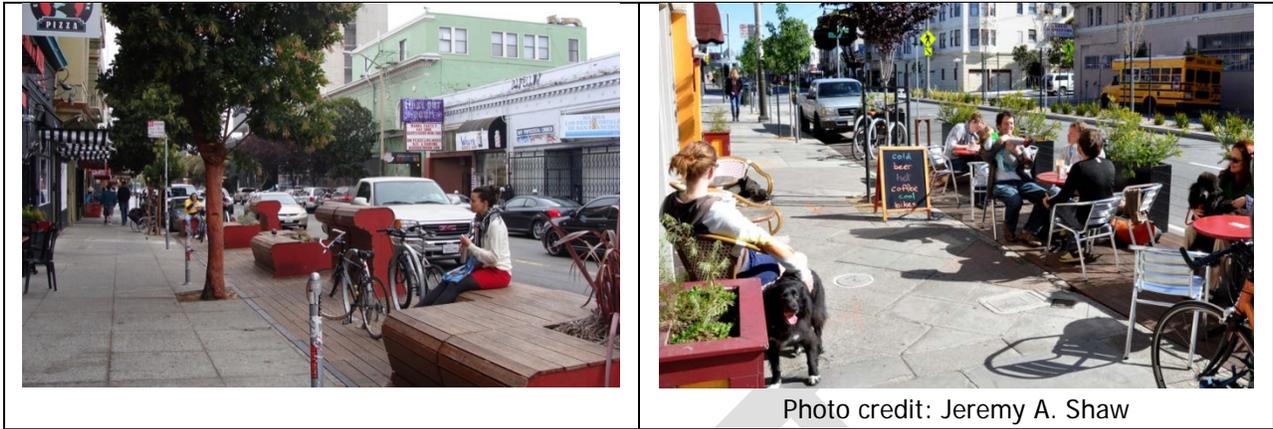
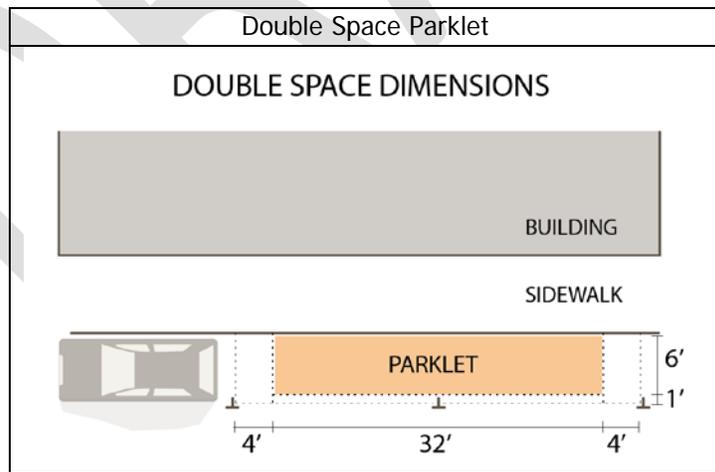
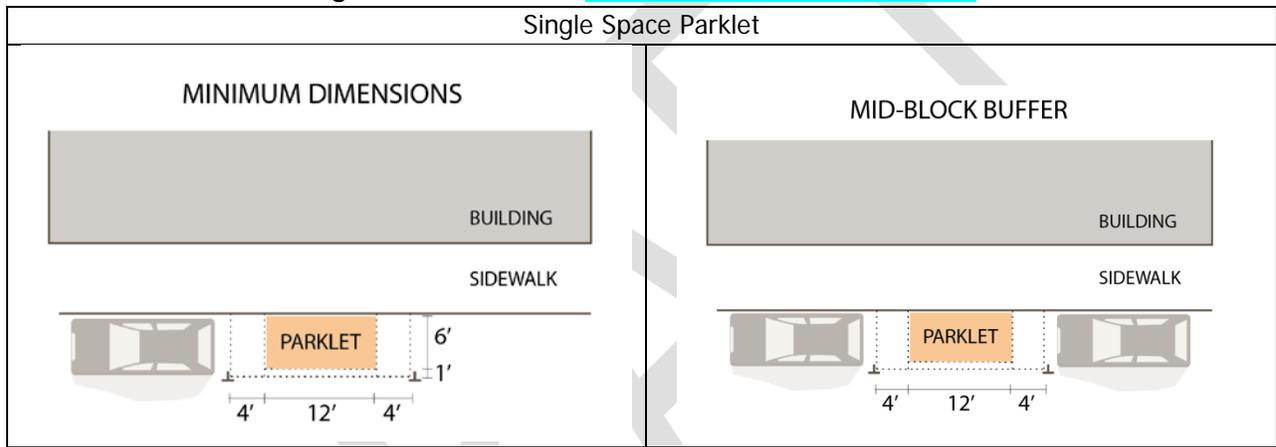
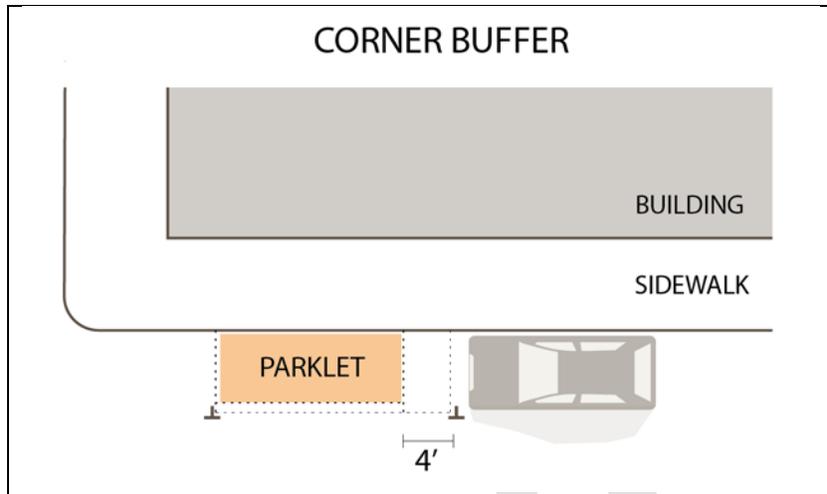


Figure 3.4-430F.3.d. Parklet Minimum Dimensions



Corner Parklet



Site Access and Vehicular Circulation Commentary: *In most downtown situations, vehicle access is well served by on-street parking and by parking at the rear of the building reached by a side street. This shifts the turns from mid-block to intersections where they are more predictable and safer. Springfield’s existing code and proposed code are consistent with this approach. Requiring site access to be from side streets or alleys is important to make Downtown more pedestrian friendly. Many uncontrolled driveways on a busy street increase conflict points between pedestrians and vehicles, hinder traffic flow, and interrupt the continuity of sidewalk streetscape and storefronts and building entrances. Too many access points put pedestrians at greater risk, and driveway cuts can make it difficult to meet ADA standards. Presence of driveways reduces the amount of curbside parking, and may also decrease opportunities for pedestrians to cross the street because gaps in traffic are filled by motorists entering the road from driveways.*

The presence of alleys is an existing asset, enabling vehicular circulation to penetrate block interiors. The proposed Code promotes the use of existing alleys to serve development. Deliveries are best provided through alleys where they will not disrupt the street.

G. Site Access and Vehicular Circulation.

1. Driveways. Vehicular access to sites from public streets and alleys shall be located and designed to minimize the impact of driveways on the public streetscape environment; improve pedestrian safety, walkability and ADA access; maximize the supply of on-street parking; and to provide street frontages as specified in Subsection 3.4-435A.
 - a. Vehicular circulation areas are subject to the site frontage limitation standards specified in Subsection 3.4-435C.3.
 - b. Driveways shall be designed and constructed to commercial standards to minimize impact on the public pedestrian environment by maintaining consistent sidewalk gradient, appearance and continuity.

- c. To support implementation of Downtown Refinement Plan Design Element Policy 5, driveway accesses in the Plan District shall be limited and reduced to the maximum extent practical to minimize impact on the public pedestrian environment and to enhance the character and identity of the Downtown streetscape.
 - d. Vehicle access to on-site parking and loading areas shall be from the street of the lowest classification as determined by the Director.
 - e. Access to Main Street or South A Street is subject to Oregon Department of Transportation (ODOT) and City regulations as specified in Subsection 4.2-120.A.2.
 - f. Entrance and exit driveways to and from parking structures or garages must be designed to meet the standards in Subsection 3.4-435C.6.g.
 - g. Unless otherwise specified in this Subsection, access driveways shall be as specified in Subsection 4.2-120, and shall be designed and constructed as specified in this Code, the EDSPM and the SCS.
 - h. Location of on-site vehicular circulation, loading and parking shall be as specified in Subsection 3.4-435C.
2. Alleys shall be utilized to provide access to block interiors, on-site parking, loading, and secondary access to support infill development as specified in Subsection 3.4-435C.2. Vehicular access to on-site parking and loading areas shall be from an alley when a property abuts an alley, and when the Director determines that access meets all applicable standards.

H. Vehicle Parking. The Plan District is within the boundary of the Downtown Exception Area. In accordance with Subsection 4.6-125A all development sites and uses are exempt from the minimum off-street vehicle parking space requirements of this Code. However, if the Director determines there is a need for off-street vehicle parking, the Director may require an Institute of Transportation Engineering (ITE) Parking Generation Report to determine the off-street parking requirements. Vehicle parking, where provided, shall be located and designed to the standards specified in Subsection 3.4-435C, and the Motor Vehicle Parking standards in Section 4.6-110, 4.6-120, and 4.6-125.

Bicycle Parking Commentary: *The proposed code recognizes how the existing and required development pattern of zero lot line buildings requires different approaches and solutions for locating bicycle parking. Larger developments are required to provide on-site bicycle parking per the City-wide standards, while smaller, infill*

buildings and renovations may meet parking requirements by contributing to Downtown bicycle parking at the district scale.

I. Bicycle Parking.

- 1.** Development must provide all required bicycle parking on site or must contribute to the provision of safe, secure and convenient bicycle parking within the Downtown district through one or more of the following options or a combination thereof:
 - a.** Provision of on-site bicycle parking facilities as specified in Section 4.6-150;
 - b.** Provision of bicycle racks located within the Public Sidewalk Zone;
 - c.** Shared bicycle parking agreements for shared facilities on adjacent properties; and
 - d.** Contribution to shared public bicycle parking facilities.
- 2.** Bicycle parking must meet the following requirements for number of spaces, location, and design.
 - a.** For developments 5,000 square feet or larger:
 - i.** Required short term and long term off-street bicycle parking spaces shall be provided as specified in Section 4.6-155, Table 4.6-3.
 - ii.** Design of bicycle parking facilities shall be in accordance with Section 4.6-145 and 4.6-150.
 - iii.** Long term bicycle parking shall be provided in a well-lighted, secure location within a convenient distance of the building 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. 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.
 - b.** For all other developments, including but not limited to renovations of existing zero setback buildings, the Director may approve the provision of bicycle parking through one or more of the following options:

- i. Bicycle racks located within the Public Sidewalk Zone of a type and design as specified in Subsection 3.4-430D.6. The Director will determine appropriate locations;
- ii. Conversion of existing on-site vehicular parking areas to bicycle parking;
- iii. Construction of shared facilities on adjacent properties within one block or 100 feet of the development site and secured through a recorded Shared Bicycle Parking Agreement;
- iv. Contribution to construction of shared public bicycle parking facilities or programs administered by a public authority (e.g. the City, Urban Renewal Agency, or City designee).

Figure 3.4-430I.1 Examples of bicycle parking facilities



- c. On-street bicycle parking stations, often called “bike corrals,” typically convert on-street car parking spaces into bicycle parking, accommodating up to 12 bikes per single car parking stall. On-street bike parking may be warranted in the Plan District where there is already a concentration of bicycle and pedestrian activity and where automobile speeds are 25 MPH or less.
 - i. On-street bicycle parking stations are shared facilities. Shared on-street spaces may be counted toward meeting development site bicycle parking requirements at a rate of one for every five available shared spaces.
 - ii. A request to develop a bicycle parking station within the public right-of-way may be initiated by downtown business or property owners, public agencies, or the Springfield Bicyclist and Pedestrian Advisory Committee. The City shall consider approval of requests on a case-by-case basis, after the Director evaluates the site to determine site-specific visibility and buffering requirements to address safety.

- iii. On-street bike parking is not allowed on arterial or collector streets.

Figure 3.4-430I.2. Examples of on-street bicycle parking stations



J. Loading.

1. Alley Loading. For development sites less than 5,000 square feet, alleys may be utilized to meet the off-street loading area requirements of this Code, in accordance with the following criteria:
 - a. All materials must be transferred from the delivery vehicle to the business and not stored in the alley.
 - b. Loading shall occur within a 10-minute time limit.
 - c. Loading areas shall be located so that vehicles are not required to back up into the street.
2. On-site Loading. For developments larger than 5,000 square feet, loading areas must be provided on site in accordance with Section 4.6-135 of this Code. The required loading area shall not be less than 10 feet wide by 25 feet long and have an unobstructed height of 14 feet.

Figure 3.4-430J. Example of alley loading



Site Design and Building Form Standards Commentary: As directed by the City Council, the proposed site and building design standards are intended to strengthen desirable distinguishing characteristics and patterns of Downtown Springfield —the existing historic urban form and character of Springfield’s Main

Street and walkable blocks. Staff worked with the Downtown CAC to conduct an assessment of typical lot patterns, storefronts and building elements of blocks that are working well in Downtown Springfield to identify distinguishing characteristics. Springfield’s older commercial buildings were designed to meet a predictable architectural form standard. Those buildings have stood the test of time and are filling up with new uses today. The proposed design standards reflect these characteristics and provide an objective means to measure how a new development will be required to “fit” within the district as a whole. New buildings in the downtown will be designed to observe these patterns and express them in new, individual ways. The intent is to encourage variety and creativity of architectural design to convey and enhance the local character to avoid creation of a generic “cookie-cutter” look).

The downtown streetscape is created by buildings located close to the sidewalk and close to one another to provide a sense of enclosure. This existing pattern establishes a pleasant and interesting pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas. Standards for lot frontages and setbacks address the critical relationship between the public streetscape and the abutting buildings and site development. The proposed code provides multiple “frontage” options to address a variety of ways by which lots and buildings can be developed within the Downtown framework to ensure that a consistent downtown development pattern is maintained or is re-established where gaps currently exist.

Standards are proposed to overcome and support improvement of existing conditions along the South A Street entrance to the City, where the “backside” of Main Street development faces the street, and along other streets where sites were developed in a manner that turned its back to the street. The proposed standards require buildings to define the streets of Downtown streets as attractive pedestrian spaces; prohibit blank building walls and parking areas from disrupting frontages; and require building design to support active, ground-floor commercial uses along Main Street and other “active use” streets in the District.

The proposed design standards for sites and buildings in Subsection 3.4-435 establish:

- *the building and lot frontage types allowed within the Downtown Mixed-Use Plan District;*
- *particular street frontages or zoning transition areas where special design standards and setbacks are required;*
- *permitted architecture projections and encroachments such as balconies, decks and bays;*
- *standards for site and building design: building entrances orientation, form (includes articulation), height, scale, pedestrian-friendly frontage standards for parking lots and structured parking, screening, landscaping and lighting;*
- *design standards for residential developments (integrating Multi-unit Design Standards)*

3.4-432 Site Design and Building Form—Purposes and Outcomes

The design standards in Subsection 3.4-435 provide an objective framework to support accomplishment of the following purposes and outcomes:

- A.** New buildings and adaptive re-use of existing buildings reflect and reinforce the traditional “Main Street” form and character of Downtown Springfield;
- B.** Site development is oriented toward the streets and other public spaces in a manner that frames and defines the streets, sidewalks and pedestrian areas along those streets.

- C. Buildings present continuous façades and storefronts along downtown blocks to support enhanced levels of pedestrian activity and business district success.
- D. Buildings located near the sidewalk clearly define the vertical edge of the streetscape, providing a sense of enclosure and reinforcing the Downtown character.
- E. The placement, scale, height and bulk of new buildings and site development on the lot or block is in harmonious relationship with the streetscape and the permitted mix of land uses within the district and adjacent neighborhoods.
- F. Downtown blocks present a variety of building shapes and sizes. Regardless of their size, taller and wider new buildings added to the streetscape are “in scale” with existing smaller buildings when their mass is shaped to allow light and air to penetrate to the street level, enhance pedestrian scale, and create a pleasant, versatile, and active public realm.
- G. Building façades are articulated to provide variety and human scale. No blank walls interrupt walkable downtown blocks because walls are modulated with architectural details that reflect the pattern of downtown storefronts.

3.4-435 Site Design and Building Form Standards

The following Site Design and Building Form Standards are established for the Downtown Mixed-Use Plan District to implement Downtown Refinement Plan and Springfield Comprehensive Plan policies.

- A. Frontage Design Options and Setbacks
- B. Building Orientation/Entrances
- C. Location and Design of On-Site Vehicular Circulation, Loading and Parking
- D. Open Space and Outdoor Areas—Residential Development
- E. Building Form: Height, Articulation, Scale and Neighborhood Transitions
- F. Landscape, Screening and Lighting Standards
- G. Storage—Residential Development

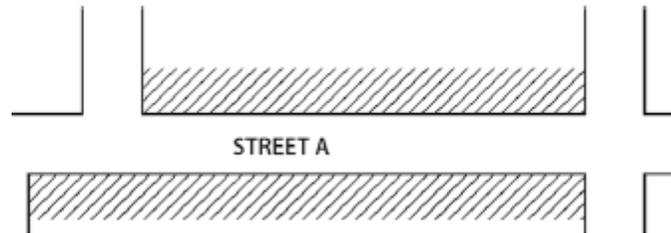
The design standards in this Subsection provide an objective framework to support accomplishment of the following purposes and outcomes:

Frontage Options Commentary: *The presentation of building facades and storefronts within the streetscape is critical to the identity and success of the Downtown business district. The proposed form-based frontage design standards in this Section are established to maintain and enhance the distinguishing human-scale physical characteristics of the district while accommodating contemporary development needs. The proposed code provides a “menu of options” approach to encourage a variety of creative design responses that will reflect the unique qualities of downtown and achieve harmony in relationship to the district as a whole.*

- A. Frontages and Setbacks. The frontage design standards in this Subsection establish specific ways buildings and site development are located in relationship to the sidewalk

and street. Some frontages require landscape setbacks to provide spatial separation, buffering or screening functions.

Figure 3.4-435A: Street Frontage Area



1. Development of lots or portions of lots abutting the street must provide frontages designed as specified in Table 3.4-435A.1. Permitted frontage options are based on the type of ground floor use (commercial, residential or parking) of the building or lot abutting the street, and the location of the lot frontage within the Plan District. Where more than one type of frontage is permitted in a location, the developer may select which permitted frontage to provide.
 - a. The frontages and setbacks specified in Table 3.4-435A.1. are based on and measured from the existing or future sidewalk right-of-way line.
 - b. New mixed-use buildings or developments with more than one ground floor use shall be designed to meet the applicable frontage design standard correlated to each use.

Frontage Example: A Mixed-Use development with ground floor residential units along the street frontage shall provide one of the residential lot frontage design options for those units, and one of the commercial lot frontage design options for the commercial portion(s) of the building's street frontage, and apply one of the parking lot frontage options where a parking lot fronts on the street.

Frontage Example: A development with commercial ground floor uses shall provide one of the commercial lot frontage design options along the street frontage.

- c. Municipal buildings with civic or commercial uses on the ground floor shall be designed to the commercial frontages standards in Table 3.4-435A.1 or shall provide a public plaza or open space feature as specified in Section 3.4-430F between the building entrance and sidewalk.

LEGEND FOR TABLE 3.4-435A.1

Main Street	Main Street between Island Park and 8th Street
Plan District	Areas other than Main Street, Washburne Edge and West of Mill
Washburne Edge	Where abutting a lot or street within the Washburne Historic District specified in Figure 3.4-435A.3
West of Mill	Areas between Mill Street and Island Park

R	Required
P	Permitted
P*	Permitted only where noted
N	Not Permitted

Table 3.4-435A.1 Street Frontage Design Standards by Ground Floor Use and Location

<i>Commercial Ground Floor Frontage and Setbacks Options</i>		Main Street	Plan District	Washburne Edge	W. of Mill
	<p>1. Storefront Frontage</p> <p>No setback.</p>	P	P	P	P
	<p>2. Recessed Entry Frontage</p> <p>No setback. Building entrance(s) recessed no more than 4 feet.</p>	P	P	P	P
	<p>3. Recessed Façade Frontage</p> <p>No setback. Recessed portion of façade is recessed no more than 4 feet.</p>	P	P	P	P

	<p>4. Stoop & Terrace Frontage</p>	<p>N</p>	<p>P</p>	<p>P</p>	<p>P</p>
	<p>Entrance(s) from a terrace elevated above the sidewalk grade. Building façade is within 10 feet of the sidewalk</p>				
	<p>5. Plaza Frontage</p>	<p>P*</p>	<p>P</p>	<p>P</p>	<p>P</p>
	<p>The area between the façade and the sidewalk is a plaza that provides unobstructed pedestrian movement between the public streetscape and the building entry. The plaza must provide all of the following:</p>				
	<p>a. Pavement to match the grade of the public sidewalk;</p>				
	<p>b. Pedestrian scale lighting and at least one pedestrian amenity per 20 feet of street frontage from the list in 3.4-430E in addition to the required Public Sidewalk Zone improvements specified in Section 3.4-430D.3.</p>				
	<p>c. At least 24 square feet of landscape vegetation (planters at grade or within low masonry walls) for every 40 feet of street frontage, to meet or exceed the Landscape Standard DL-1 level as specified in Subsection 3.4-435F.3.a.i.</p>				
	<p>*Plaza Frontage Option is permitted on Main Street only on lots located west of Pioneer Parkway East.</p>				

					
					
	<p>6. Forecourt Frontage</p> <p>Two or three building facades are arranged to form a forecourt (entrance courtyard). The forecourt:</p> <ul style="list-style-type: none"> a. Must occupy no more than 50% of the frontage. b. Must provide unobstructed pedestrian movement between the Public Sidewalk Zone and the building entrance(s). c. Shall be no more than 20 feet in length or width. d. May be elevated above sidewalk grade. e. May include a low masonry wall or planter with a maximum height of 3 feet to define the forecourt frontage along the sidewalk. f. Must include pedestrian scale lighting and at least one pedestrian amenity per 20 feet of frontage selected from the list in Section 3.4-430E. within the forecourt, in addition to the required Public Sidewalk Zone improvements specified in Section 3.4-430D.5. 	P*	P	P	P
					

	<p>g. May not include a fence or gate between the Public Sidewalk Zone and an entry forecourt.</p> <p>* Forecourt frontage is permitted on Main Street only when the forecourt provides outdoor active uses such as outdoor dining areas, and Subsection 3.4-435A.2 Active Use standards are provided along the Main Street façade and the forecourt-facing facades. No more than one forecourt frontage is permitted per block in the MUC District.</p>				
<p><i>Residential Ground Floor Frontage and Setbacks Options</i></p>		<p>Main Street</p>	<p>Plan District</p>	<p>Washburne Edge</p>	<p>W. of Mill</p>
	<p>7. Privacy Setback Frontage</p> <p>A landscape setback is provided between ground floor residential units and the sidewalk, extending a minimum of 3.5 feet between façade and sidewalk.</p> <p>The setback area must meet or exceed the Landscape Standard DL-1 as specified in Subsection 3.4-435F.3.a.i.</p> <p>Applicable to new buildings only.</p>	<p>N</p>	<p>R</p>	<p>R</p>	<p>R</p>

	<p>8. Stoop & Terrace Frontage</p> <p>The façade is within 10 feet of the sidewalk, with the entrance(s) from a terrace elevated above the sidewalk grade. A landscape setback is provided between the façade and sidewalk, extending a minimum of 3.5 feet between the façade and sidewalk.</p> <p>The setback area shall meet or exceed the Landscape Standard DL-1 level as specified in Subsection 3.4-435F.3.a.i.</p>	N	P	P	P
	<p>9. Forecourt Frontage</p> <p>Two or three building facades are arranged to form a forecourt (entrance courtyard). The forecourt:</p> <ul style="list-style-type: none"> a. Must occupy no more than 50% of the frontage. b. Must provide unobstructed pedestrian movement between the Public Sidewalk Zone and the main building entrance. c. Shall be no more than 20 feet in length or width. d. Shall incorporate landscape vegetation (planters at grade or containers) to meet or exceed the Landscape Standard DL-1 level as specified in Subsection 3.4-435F.3.a.i. between ground floor residential units and the forecourt. e. Privacy Setback Frontage must be provided between ground floor residential units and the Public Sidewalk Zone. f. Fences or gates are not permitted 	N	P	P	P

	<p>between the Public Sidewalk Zone and entry forecourt</p> <p>g. No more than one forecourt frontage is permitted per block in the MUC District.</p>				
	<p>10. Courtyard Frontage</p> <p>Residential development with individual entrances from a shared courtyard.</p> <p>a. The courtyard must be located adjacent to and open to the street, and accessed from the public sidewalk.</p> <p>b. Entrances to residential units and courtyard paving must be as specified in Subsection 3.4-435B.7.</p> <p>c. The courtyard must be at least 15 feet in width measured along the street frontage.</p> <p>d. The courtyard must provide landscape vegetation to meet or exceed the Landscape Standard DL-1 level as specified in Subsection 3.4-435F.3.a.i.</p> <p>e. Street-facing facades must comply with Frontage 7 or 8, and must meet the façade articulation standards in Subsection 3-4-435E.2.</p>	N	P	P	P
<p>Parking Frontage and Setbacks Options</p>		Main Street	Plan District	Washburne Edge	W. of Mill
 <p>DL-2 Landscape Frontage Standard</p>	<p>11. Parking — Surface Lot</p> <p>a. On-site parking must be located behind or beside the building as specified in Subsection 3.4-435C.5.</p> <p>b. Landscape Frontage options DL-2 or DL-3 or a combination thereof must be provided extending between the parking lot and public sidewalk(s):</p> <p>i. A landscape setback that</p>	N	P	P	P

	<p>extends a minimum of 6 feet that meets or exceeds the standards in Landscape Frontage Option DL-2 as specified in Subsection 3.4-435F.3.a.ii; or</p>				
<p>DL-2 Landscape Frontage Standard</p> 	<p>ii. A landscape setback with a low masonry wall that extends a minimum of 4 feet that meets or exceeds the standards in Landscape Frontage Option DL-3 as specified in Subsection 3.4-435F.3.a.iii.</p>				
<p>DL-3 Landscape Frontage Standard</p> 	<p>12. Parking Garage — Mixed-Use Building as specified in Subsection 3.4-435C.6.</p> <p>a. Frontage options 1-10 are allowed along the street frontages.</p> <p>b. Active Use standards are required along Active Use Streets as specified in Subsection 3.4-435A.2.</p> <p>c. The recessed pedestrian entry to garage may be set back a maximum of 4' from the sidewalk.</p>	P	P	P	P
	<p>13. Parking Structure — Exposed Parking Decks above the ground floor as specified in Subsection 3.4-435C.6.</p> <p>EXCEPTION not permitted within 50 feet of a property line abutting a residential zone</p>	N	P	N	P



a. Frontage options 1-10 are allowed along the street frontages as liner buildings wrapping the structure. Active Use standards are required along Main Street as specified in Subsection 3.4-435A.2.

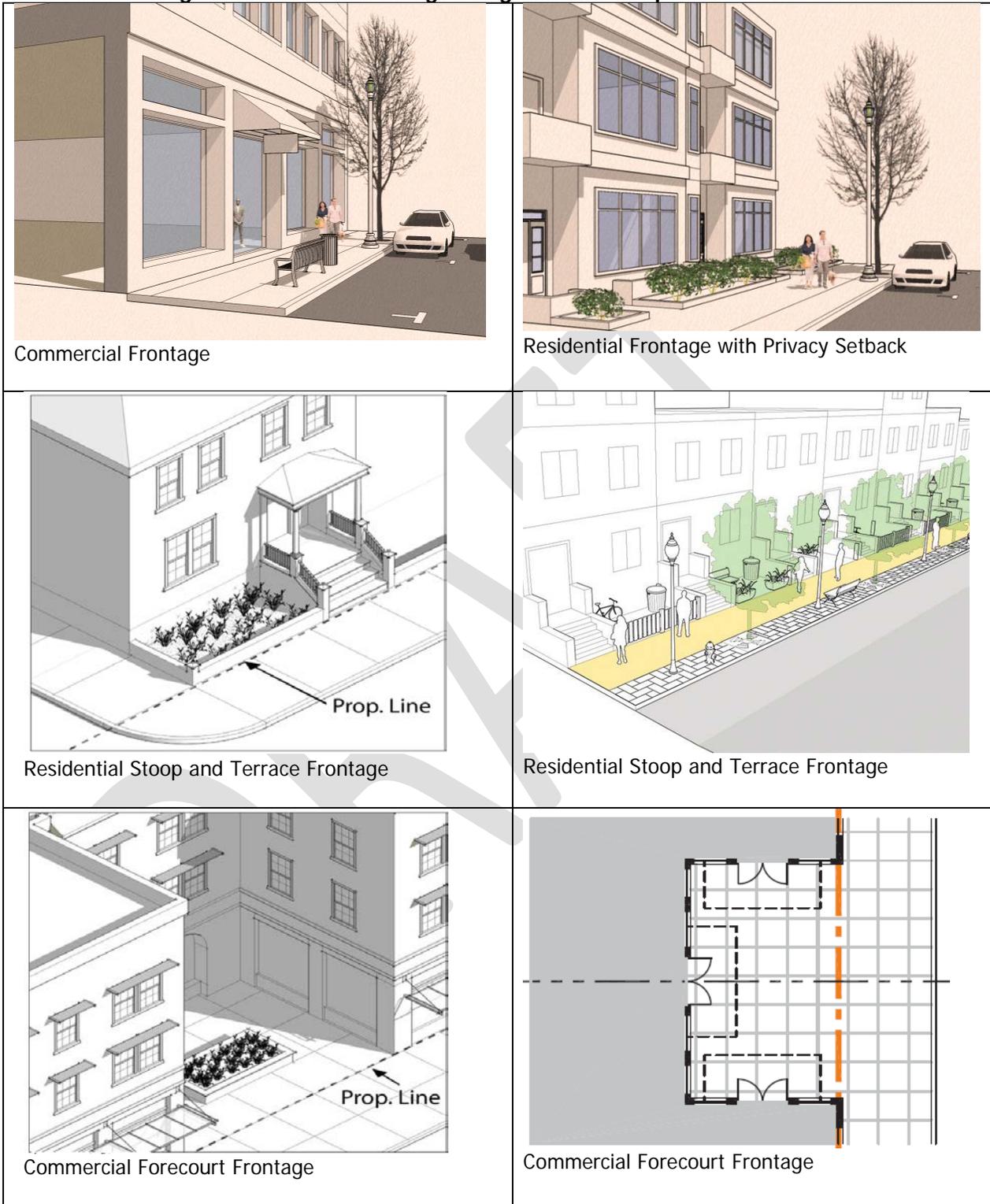
b. If no liner building is provided, all of the following are required:

i. A landscape setback that extends a minimum of 8 feet from the existing or future right-of-way, that meets or exceeds the standards in Subsection 3.4-435F.3.a.iv. DL-4 Landscape Design Standard; and

ii. A paved plaza abutting the Public Sidewalk Zone at each pedestrian entrance along the fronting public sidewalk(s). Each plaza(s) shall be at least 8 feet by 12 feet, match the grade of the public sidewalk and be provided with pedestrian level lighting; and

iii. At least one pedestrian amenity per 20 feet of street frontage from the list in 3.4-430E. in addition to the required Public Sidewalk Zone improvements specified in Section 3.4-430D.3.

Figure 3.4-435A.1 Frontage design standards options illustrated



Ground Floor Active Use Standards Commentary: *The following Ground Floor Active Use design standards are applicable only to the portion of the building's ground floor and façade that faces an Active Use street (Figure 3.4-435A.2), and for corner lots, the first 25 feet of the side street. The standards will ensure that ground floor appropriately-sized commercial space will be built in new Downtown mixed-use buildings along Main Street and other specified blocks in the Downtown, to accommodate multiple uses within the flexible space over the life of a building, including ceiling space for mechanical systems.*

Local retail businesses are the lifeblood of downtown districts. Storefronts form the first impression of the downtown business district and must be designed to showcase the merchant's unique goods and services. Storefront space along Springfield's Main Street should be the most sought-after space in town for small local shops, restaurants, and services that thrive in a walkable downtown environment. Springfield's historic 19th and early 20th Century downtown buildings are now sought after to accommodate today's needs. Commercial buildings in the traditional downtown were designed to meet a predictable architectural form standard. Those buildings have stood the test of time. New buildings and renovations can be designed to observe these patterns and express them in new, individual ways. Redevelopment of newer buildings has veered away from the traditional form, thus design standards are required to ensure that new buildings and renovations "fill in the gaps" along the streetscape to provide active, interesting ground level facades and storefronts.

To successfully compete with malls and other commercial destinations where detailed design standards are imposed on tenants, it is important for downtowns to establish standards that address physical design fundamentals that contribute to the success of the district as a whole by supporting retail uses (shops, food and beverage establishments, etc.). The relationship between a building, the sidewalk, and the street edge is the key to forming a successful community destination that is a safe and inviting to pedestrians.

Codes typically address design of active ground floor commercial uses though ground floor design requirements and commercial space requirements. While the existing Code applicable to land in Downtown zoned Mixed-Use Commercial (MUC) requires a minimum of 60% of the development to have ground floor commercial uses, the Code does not specify building design space and transparency requirements that will ensure that new construction provides commercially viable tenant space to support Downtown's revitalization. The proposed Downtown Mixed-Use Plan district provides more detailed, downtown-specific building and site design standards to provide an active and pedestrian-oriented downtown environment.

The proposed design standards are established to orient uses in a way that encourages and intensifies pedestrian activity and interest along the street. Active use standards reinforce visual and spatial continuity between interior building occupancies and street level public uses and activities, contributing to a more spacious "downtown storefronts" look, feel and function along the sidewalk to attract pedestrian activity and interest in the district. "Edge to edge" continuous business storefronts along Main Street and other important street frontages are one of the desired outcomes of the Downtown Design Standards. This condition will improve incrementally over time as properties redevelop or as building renovations occur to repurpose existing space.

Traditional Main Street storefronts maintain consistency through the use of similar building elements. A well-designed building allows pedestrians on the sidewalk to easily view window displays as well as activity within the business. A transparent storefront welcomes customers, inside with products and services on display, discourages crime by providing more "eyes on the street," allows natural light into buildings, and enhances the curb appeal of downtown. Along Main Street and other active use streets or public plazas, the intent is to create and support retail sales and service uses with commercial ground floor edges. Retail uses are most successful where there are continuous shopfronts along the block, unbroken by surface parking lots and other types of ground floor uses.

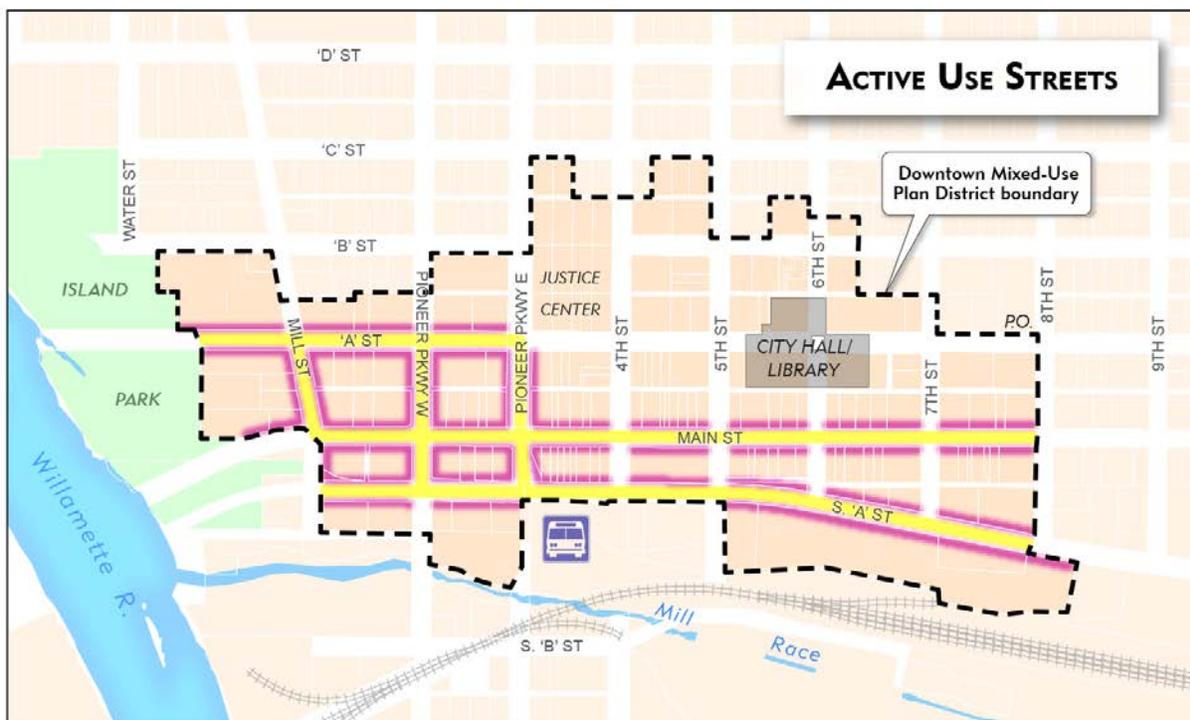
The most effective building and site design standards to create active frontages at street-level are requirements addressing ground floor ceiling height and transparency. Thus, the proposed Ground Floor Active Use standards are important and necessary to produce buildings that emphasize active street level commercial design to support the downtown business district. Frequently, new mixed-use buildings are designed with uniform elevations from the ground floor through all the upper levels, creating a façade that allows upper levels to dominate the building's

appearance while minimizing the ground floor retail stores. Retail design experts recommend careful attention to emphasize the ground floor.

Inviting storefront windows help to establish the character of downtown and attract the interest of shoppers. Large, clear glass windows create a sense of engagement between pedestrians and the business. Continuous glass storefronts along a street allow clear sightlines both into and out of stores to the sidewalk, which helps create a sense of safety for pedestrians and retailers. A large, well-merchandised, interesting window that allows views into the store is the best way to connect with shoppers on the street.

- 2. Ground Floor Active Use standards.** In addition to the Frontage Standards in Subsection 3.4-435A.1, Ground Floor Active Use Standards are established to support and encourage continuity of pedestrian-oriented commercial activity along primary Downtown business district street or public plaza frontages. The design standards specified below are applicable to new development of buildings fronting on an Active Use Street identified in Figure 3.4-435A.2. or a public plaza, to reinforce continuity between street level public uses and activities and interior building occupancies.

Figure 3.4-435A.2. Active Use Streets



- a.** Ground Floor Active Use Standards are required for the entire building frontage along an Active Use Street or public plaza. A building on the corner of an Active Use Street shall also meet the standards for the first 25 feet of the façade extending around the corner.
 - i.** Ceiling height. The ground floor ceiling height must be at least 15 vertical feet as measured from the finished floor to the bottom of the

structure above, in an area at least 25 feet deep as measured from the Main Street/Active Use street-facing façade.

- ii. Ground floor transparency. The Active Use street-facing façade(s) must be fenestrated with storefront windows and glass doors to allow a clear and transparent opening in the facade that allows a perpendicular view at pedestrian eye level between the abutting public sidewalk and the storefront or building interior space.
 1. The clear and transparent opening in the façade must include at least 75 percent of the total ground floor façade area of the Active Use street-facing façade(s). The total ground floor façade area is the area up to the finished ceiling height of the fronting space or 15 feet above finished grade, whichever is more.
 2. The clear and transparent opening in the façade must include the area between 2.5 feet and 10 feet above the grade of the abutting sidewalk along at least 75 percent of the length of the applicable street-facing ground floor façade.
 3. All percentages shall be measured using elevation views of the building façade. Ground floor transparency may exceed these minimums. Storefront windows that extend from the knee wall of the storefront to the height of the transom bar or to the structural opening of the storefront are encouraged to maintain district character.
 4. Mullion spacing should be as far apart as possible, to create the largest expanse of glass, and be designed to the proportions of the building.
 5. The clear and transparent opening must consist of clear, commercial-grade safety glass. Tinted, textured, reflective or dark glass is not permitted. Low-E glazing with a high visible light transmittance (85% percent or greater) is acceptable if required by energy codes.
 6. Commercial-grade doors with large clear glass panels that provide visibility into the business will be counted toward the clear and transparent opening requirement.
 7. Maintaining and restoring existing transom windows is encouraged as an important design element in the building proportions of the storefront and to provide natural illumination. Clear glass transom windows shall be counted toward the 75 percent total ground floor façade area requirement.

8. Maintaining and restoring existing or historic knee walls at the bottom of display windows is encouraged to maintain district character. Knee walls are typically 8 to 18 inches high and generally no higher than 24 inches. Modern buildings may have even lower curbs, or full height glass. Knee walls and curbs shall be constructed of durable materials.
 9. Roll-up doors or similar openings consisting of clear glass that allow unobstructed visual connection between streetscape and indoor activities within the active use area will be counted toward the clear and transparent opening requirement.
 10. Display cases attached to outside walls will not be counted toward the clear and transparent opening requirement.
- b. The ground floor transparency of the active use area must be maintained to foster a visual connection between shoppers and merchandise and between streetscape and indoor activities.
 - c. Application of Ground Floor Active Use design standards to buildings fronting on other streets, alleys or sidewalks in the Plan District is encouraged but not required by this Code.

Figure 3.4-435A.2.a. Ground Floor Active Use Standards

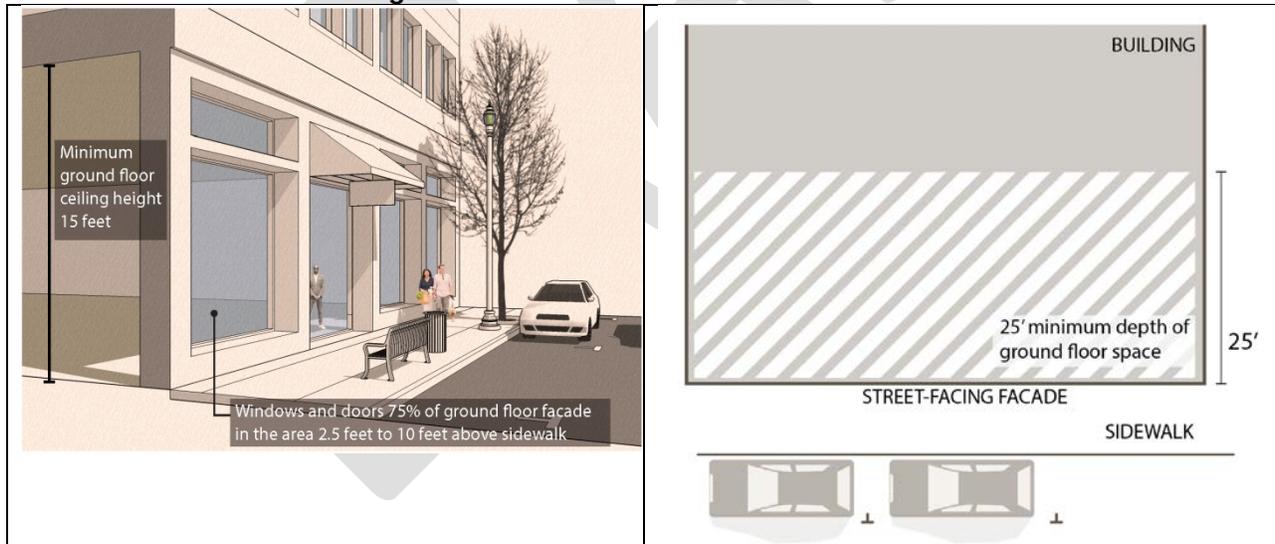


Figure 3.4-435 A.2.b. Examples of Ground Floor Active Use space – ceiling height and transparency

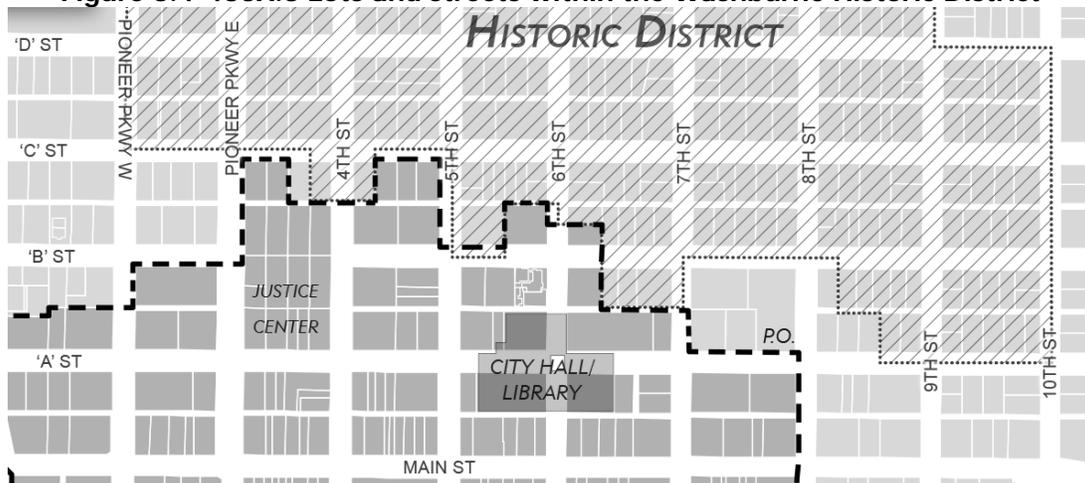


Figure 3.4-435A.2.c. Examples of transparent roll-up doors that provides unobstructed visual connection between streetscape and indoor activities



3. Washburne Historic District Boundary. To preserve and enhance the existing defining characteristics of the Washburne Historic District neighborhood, frontage options applicable to development abutting a lot or street within the Washburne Historic District are limited to those options that contribute design characteristics consistent with the Washburne Historic District —indicated as “Washburne Edge” options in Table 3.4-435A.1 Street Frontage Options.

Figure 3.4-435A.3 Lots and streets within the Washburne Historic District



West of Mill Street Frontage Options Commentary: *Alternative site development options are provided to address potential future redevelopment of sites west of Mill Street that are located between Island Park and Mill Street. Such sites may have more than one primary frontage street and thus more than one building entrance orientation. Future development may choose to orient public entrances toward the park and river frontage instead of, or in addition to the existing street frontages (e.g. Mill Street), or new public streets or other public connector facilities accommodating pedestrians and bicyclists. The proposed code is intended to provide practical and flexible options for site redevelopment, while improving pedestrian connectivity between the Downtown core and the waterfront site, Island Park, the Willamette River and Glenwood.*

4. For lands west of Mill Street, where new site development or redevelopment may be oriented toward Island Park and the Willamette River, frontages may be oriented to correspond with the building entries and orientation standards as specified in Subsection 3.4-435B.5.

Arcade Frontage Option Commentary: *Arcades are not characteristic in Downtown Springfield and local climate. While providing weather protection, arcades breaks up the continuity of the street wall, de-emphasize and obscure the presentation of building storefronts and often cast deep shade contributing to less inviting streetscape appearance. The following design standards are intended to address these concerns while allowing arcades on streets other than Main Street. On some street corners, an arcade frontage with or without columns may provide better visual clearance than a building wall built entirely to the property line. The proposed code authorizes the Director to require an arcade frontage to address a public safety issue.*

5. Arcade Frontage Option. In general, ground floor arcades are discouraged in favor of building façades that directly front the street. The Director may approve an Arcade Frontage when all of the following criteria are met:
 - a. The arcade frontage is not located along Main Street;
 - b. The width of the fronting Public Sidewalk Zone (including a sidewalk extension) is more than 12 feet;
 - c. The exterior face of the arcade column line is at the right-of-way or build-to line and generally continues the wall plane of the building above;
 - d. The interior ceiling height of the arcade must be at least 15 feet above the grade of the fronting sidewalk and must not exceed two stories;
 - e. The arcade column width and spacing does not substantially impede a pedestrian's line-of-sight views of storefronts and other Active Uses along the block from the fronting Public Sidewalk Zone.
 - f. Recessed or shielded lighting provides nighttime illumination within the arcade to promote public safety.

- g. The Director may approve or require an arcade frontage in any location where the building design will improve visibility at an intersection or other visual clearance area required by this Code and thus enhance public safety in comparison with existing conditions or other permitted frontage options.

Figure 3.4-435A.6.g. Examples of Arcade Frontage (illustrative only)



Non-Conforming Sites Commentary: *Small-scale additions to already-developed sites can contribute to the Downtown streetscape and pedestrian-oriented retail environment when small pedestrian-oriented retail or display spaces are clustered around entrances on street-facing facades. The proposed standard addresses infill development on non-conforming sites.*

- 6. Frontages—Non-conforming sites. When renovating or redeveloping non-conforming sites with existing parking lots fronting on the street, development of new structures and additions to existing structures must meet the standards of this Subsection to reduce the non-conformity of the site, to help define the streetscape, to lessen the visual impact of parking lots from the street, and to enable greater utilization of commercial land.
 - a. The street frontage of parking lots shall be improved to meet the frontage and landscape standards in this Section.

- b. Parking lot infill buildings must meet the standards in this Section to the maximum extent practicable given pre-existing development and site constraints.

7. Setbacks. Development shall provide setbacks along property lines as specified in Table 3.4-435A.1, and Table 3.4-435A.3. below, in addition to the frontage setback requirements under Table 3.4-435A.1.

Table 3.4-435A.3 Setbacks

<i>Required Setbacks</i>	<i>Minimum Setback Dimension and Applicable Landscape Design Standard(s)</i>	<i>Applicable Design Standard(s)</i>
Building setback where fronting on a street: Commercial ground floor use Residential ground floor unit privacy setback	0 feet 3.5 feet DL-1	Table 3.4-435A.1 Street Frontage Design Standards Subsection 3.4-435F.3.a.i.
Surface parking or vehicular area setback where fronting on a street	6 feet DL-2; or 4 feet DL-3	Table 3.4-435A.1 Street Frontage Design Standards Subsection 3.4-435F.3.a.ii or iii.
Interior side yard building setback: ground floor to 45 feet building height	0 feet ¹	
Interior side yard building setback: above 45 feet building height ¹	5 feet minimum ¹	
Rear yard building setback at alley	0 feet from build-to line established in Table 3.4-430C.1.a.	Subsection 3.4-430C.4
Interior side yard building setback where abutting the Washburne Historic District or residential district east of Pioneer Parkway ² , ground floor to 35 feet building height	10 feet minimum DL-5	Subsection 3.4-435F.3.b.i.
Interior side yard building setback where abutting the Washburne Historic District or residential district east of Pioneer Parkway ² , above 35 feet building height	15 feet minimum DL-5	Subsection 3.4-435F.3.b.i.
Rear yard building setback where abutting a residential district	10 feet minimum DL-5	Subsection 3.4-435F.3.b.i.
Interior side yard surface parking or vehicular area setback where abutting a residential lot ⁴	5 feet minimum DL-5	Subsection 3.4-435F.3.b.i.
Parking structures ³ with exposed parking decks: Street, interior side yard, and rear yard setbacks (not permitted within 50 feet of the Washburne Historic	8 feet minimum DL-4	Subsection 3.4-435C.3 Subsection 3.4-435F.3.a.iv.

District or residential districts east of Pioneer Parkway)		
Architectural projections encroaching into a required setback or right of way		Subsection 3.4-435A.11

1. New buildings with a height exceeding 45 feet (not counting incidental rooftop equipment and parapets) must provide a side yard setback for the portion of the building above 45 feet.
2. New buildings on lots abutting the Washburne Historic District or residential district east of Pioneer Parkway must provide a side yard setback along the abutting district lot line. Residential district for the purposes of this standard is an area plan-designated for residential use.
3. Standard applies to parking structures with open, exposed parking decks. Enclosed parking garages in mixed-use buildings, or parking structures located behind liner buildings must provide setbacks consistent with the ground floor use as specified in Section 3.4-435C.3.
4. Shared driveways and parking aisles that straddle a lot line, and parking abutting an alley do not require setbacks or landscaping.

Architectural Projections and Encroachments Commentary:

The existing MUC code SDC 3.2-625A.5. requires “bays or balconies for upper levels, and awnings, canopies, or other similar treatments for lower levels,” “in order to provide differentiation between the ground floor and upper stories,” but does not address applicable standards for projections at upper levels level of a building. The proposed code allows but does not require these features in the Downtown, and provides vertical clearance requirements and size standards for architectural encroachments that project beyond the lot line over the public sidewalk right of way or into a required setback.

Architectural features such as bay windows, oriels and balconies provide light and air into building interiors and add visual variety and interest to building facades and the streetscape. They also provide for more “eyes on the street.” An oriel is a form of bay window which typically attached to the upper levels of a building and supported by corbels, brackets or similar. Both features expand usable interior floor space without changing the building’s foundation dimensions.

Other features such as awnings and marquees provide weather protection and add visual interest to facades along the street. Given the narrow public sidewalk zone in most of the Plan District, the proposed design standards prohibit placement of poles and stanchions to support awnings, canopies or marquees within the right of way. The existing MUC code SDC 3.2-625C requires weather protection “to protect pedestrians from the weather and add to the architectural interest of buildings.” Awnings or canopies at least 6 feet wide are required, and must “follow building offsets,” be in proportion to the overall building and shall match the width of the storefront or window opening.” The proposed code regulates awnings that encroach into the public right-of-way but does not require them.

Awnings and their associated signage can significantly affect the appearance and architectural character of downtown. Improper awning installation can also cause permanent damage to the materials and ornamentation of historic facades. Historically, awnings have provided a number of important functions for commercial storefronts. Not only did they provide climate control, awnings were used to protect merchandise and displays from glare and fading and window shoppers from bad weather. Today, awnings come in a variety of shapes, sizes, frames, and fabrics, but their primary function has shifted from shelter to signage. When used correctly, awnings still allow a business to attract customers, express its individuality, respect the architecture of the building, and compliment the public realm. When used incorrectly, awnings create visual clutter along the streetscape, obscure important architectural features of the building, and weaken the identity and presence of the business. (Notes from SF code)

While awnings provide the benefit of shelter from sun and elements, they can also cast deep shade that darkens the appearance storefront so that merchandise is less visible from a distance. Businesses on the north side of streets always have shade. South, east, and west facing businesses have more potential for sun issues throughout the day and may benefit from the use of awnings.

The proposed standard address marquees. Marquees are currently addressed as a type of sign in the sign code. Unlike more transitory signs and awnings, marquees are permanent architectural elements traditionally associated with larger buildings of a public or semi-public nature, such as apartment houses, hotels, department stores, theaters, and office buildings. Marquees can add both richness and grandeur to architecture, and can add nighttime excitement to a trip to the theater. A marquee is a permanent roofed or rooflike structure attached to and supported entirely by the building to which it is attached, that projects over the entrance to a theater, hotel, or other building into the public right-of-way; including any object or decoration attached to or part of said marquee; no part of which shall be used for occupancy or storage; with the purpose of providing protection from sun and rain or embellishment of the façade.

- 8. Architectural Projections and Encroachments.** Architectural details and projections such as window bays and oriels, balconies, awnings, canopies and marquees, and other similar features that form an integral part of the building façade are permitted in the Plan District subject to the following standards.
 - a. Architectural details.** Applied architectural trim details on a building façade such as cornices, eaves, sills, headers, fascia, frieze, sign band, band courses, or similar details may project up to 4 horizontal inches beyond the building wall into the Public Sidewalk Zone right of way when less than 10 vertical feet above the grade of the fronting sidewalk and up to 10 horizontal inches beyond the building wall when more than 10 feet above the grade of the fronting sidewalk.
 - b. Upper level window bays and oriels.**
 - i.** May encroach a maximum of 3 horizontal feet beyond the property line over the Public Sidewalk Zone right of way and must provide at least 15 vertical feet clearance above the grade of Public Sidewalk Zone right of way;
 - ii.** May encroach into an alley as long if at least 22 feet of vertical clearance is provided and the Director determines that the service functions of the alley are not affected. The projection shall not encroach into the vertical plane extending above the minimum paved width of the alley established in Table 3.4-430C.1.b.
 - c. Ground floor window bays and oriels.**
 - i.** Are not permitted to project or encroach into the public right of way or required easements.
 - ii.** Where buildings have ground floor residential units and a landscaped setback from the property line along the Public Sidewalk Zone right of way, ground floor window bays and oriels may project into the landscaped setback along the sidewalk, so long as the vertical plane of the window is setback at least 3.5 feet from any property line abutting the right of way and the applicable setback landscaping requirement is met.

- d. Architectural encroachments are not permitted in any vision clearance area required by this Code, or within 8 feet of a street tree or street light.
- e. Balcony projections that do not include a roof structure and provide at least 15 feet of vertical clearance above the grade of the fronting sidewalk (including railings and supporting brackets) may encroach a maximum of 3 horizontal feet into the vertical plane of the public sidewalk right of way when all of the following are met:
 - i. Balcony walls or railings incorporate materials such as decorative metal, cable railing systems or transparent panels that allow visual transparency between the balcony and the sidewalk.
 - ii. Balconies must be at least 8 feet away from street lights and street trees.
 - iii. Balconies located above the public sidewalk must not be used for outdoor storage.
- f. Awnings and marquees encroaching into the public right of way shall be entirely supported by the building (have no structural supports within the right of way). Canopies and other coverings that require supporting columns, stanchions or poles are not permitted within the Plan District public right-of-way. Awning encroachments are permitted when the following criteria are met:
 - i. An awning must not project more than 4 horizontal feet into the public right-of-way.
 - ii. All portions of awnings must be installed to provide at least 8 feet of vertical clearance above the finished grade of the fronting sidewalk. Any valance must be at least 7 feet above the finished grade. Valances of fabric awnings shall not exceed more than 12 inches in height and shall be unframed and flexible.
 - iii. Awnings shall be designed to ensure proper drainage and shedding of precipitation away from pedestrian areas of the sidewalk.
 - iv. Awnings shall be fabricated from durable materials such as metal, glass, wood, non-vinyl cloth or canvas with a matte finish or a material similar in appearance and texture.
 - v. Awning size shall be proportional to the window and shall be installed above the window opening such that the awning does not obscure or alter the architectural features of the building.
 - vi. The use of a single awning spanning across multiple commercial storefronts is discouraged. Use of awning designs that contribute variety to the

streetscape and break up the monotony of long façades is encouraged — such as multiple awnings of similar type and shape within the same building with varied colors and graphics to identify individual tenants.

- vii.** The following awning types and materials are not permitted: dome, quarter round and similar shaped vinyl or plastic awnings; standing seam, corrugated or other residential type roofing materials; internally illuminated or back-lit awnings.

- g.** Marquees. The Director may approve a marquee projection into the public right-of-way subject to the following criteria. The marquee must be designed as an integral feature of the building to complement the building's composition by using the design features, architectural style, size, scale, shape, type and illumination of the building to which it is attached. It shall be professionally designed and fabricated of durable, high quality materials and must meet the following standards:
 - i.** Marquees are not permitted along street frontages facing Residential Zoning Districts.
 - ii.** The marquee must be attached to the building directly above the entrance.
 - iii.** The marquee must be placed to provide at least 15 vertical feet of clearance above the grade of the fronting sidewalk and be at least 20 horizontal feet from street lights and street trees.
 - iv.** A marquee projecting less than 4 horizontal feet into the right-of-way and not exceeding 2 feet in thickness may extend 25 feet or 50 percent of the length of the building along the direction of the street, whichever is less, over the total length of the building. Each building frontage shall be considered separately.
 - v.** A marquee projecting 4 or more horizontal feet into the right-of-way:
 - 1.** Must not exceed 10 feet in length or 50 percent of the length of the building along the direction of the street, whichever is less;
 - 2.** Must not extend beyond a point not closer than 2 feet from the curb; and
 - 3.** All portions of the marquee projecting 4 or more feet into the right-of-way must be at least 15 feet and no more than 25 feet in height above the finished grade.

Figure 3.4-435A.8 Examples of Architectural Projections and Encroachments



Examples of balcony encroachments
Credit: City of Carmel, IN



Example of balconies designed to provide visual transparency between the balcony and the sidewalk



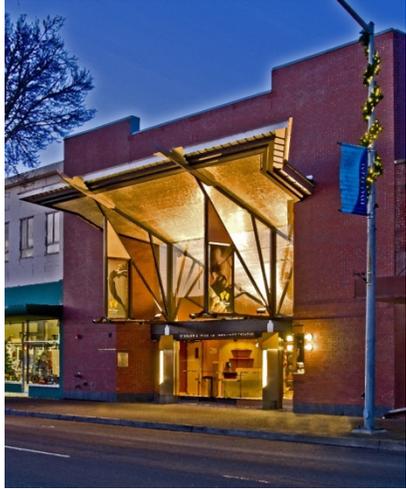
Example of window bays
Credit: City of Hillsboro, OR



Examples of window bays



Examples of oriel windows and balconies



Example of marquee encroachment



Example of a marquee designed as an integral feature of the building - Wildish Community Theater, Springfield OR



*McKenzie Theater
628-630 Main Street*

Examples of traditional downtown theater marquee encroachments



Example of entrance marquee and awnings



Example of metal awnings, bays and oriels



Example of fabric awning with valence



Example of one awning per window



Example of fabric awning with valence, proportional to window opening



Example of metal awnings, proportional to window opening, mounted above the window opening



Examples of awnings installed above the window opening such that the awning does not obscure or alter the architectural features of the building.



Building orientation and entrances commentary: In addition to the Frontage standards in Subsection 3.4-435A, design standards for building orientation and entrances ensure that main entrances are oriented towards the pedestrian, open, accessible and well-lit to support business activity and public safety.

B. Orientation of Building Entrances. Entrances shall be oriented to provide convenient pedestrian access from the Downtown streetscape and public open spaces. Every building shall provide a visually prominent main entrance facing the fronting street, opening directly onto the Public Sidewalk Zone, public plaza or frontage as specified in Section 3.4-435A.1 , except as otherwise specified in this Subsection. A main entrance is the widest entrance provided for use by pedestrians.

1. Corner entrances and architectural features designed to engage the corner are encouraged.
 - a. On corner lots, the main building entry may be oriented to either of the fronting streets or to the corner. **EXCEPTION:** The main public entrance to new buildings and renovated buildings with frontage on Main Street shall be on Main Street or shall be oriented to a corner of Main Street.
 - b. The location of stairs, elevators, and other upper story building access points shall be located in coordination with corner building entrances to allow retail storefront opportunities to occur at street corners.

Figure 3.4-435B.1 Examples of corner emphasis and entrance orientation



2. All ground-floor commercial spaces with at least 25 feet of frontage facing a public street must have at least one building entry oriented to the fronting street at ground floor level. **EXCEPTION:** On streets other than Main Street, entrances may be elevated above the sidewalk grade or accessed from a forecourt as specified in Table 3.4-435A.1.
3. Where a single business or use occupies more than 60 feet of frontage on Main Street, one additional entry shall be provided for each additional 60 feet of street façade.
4. To provide a welcoming streetscape along the entrance to downtown and to improve walkability along South A Street, orientation of main building entrances shall be as follows:
 - a. On lots having frontage on both South A Street and a north-south street, The main entrance(s) must be oriented to South A Street.
 - b. On lots having frontage on both Main Street and South A Street (between Mill Street and 5th Street), development must provide building frontage and entrances on both streets to the extent practical, with service access functions provided internally to the site.
5. For lands west of Mill Street, where new site development or redevelopment may be oriented toward Island Park and the Willamette River, orientation of main entrances shall be as specified in one or more of the following options:
 - a. Orient main entrances to the existing fronting street(s) (e.g. Mill Street);
 - b. Orient main entrances to new street(s), public sidewalks or **Alternative Equivalent Connector Facilities** (Subsection 3.4-430.2.e.);
 - c. Orient main entrances in a manner that demonstrates conformance with Table 3.4-435A.1 Street Frontage Design Standards and this subsection.
6. The main entrance to a full-service grocery store or a retail shopping complex located west of Pioneer Parkway East may be designed with a Plaza Frontage as specified in Table 3.4-435A.1. and must meet the following standards:

- a. The plaza area shall be at least 12 feet deep as measured between the main entrance and any on-site parking area.
- b. The main entrance shall be visible from and connected to and the Public Sidewalk Zone of the fronting street(s) by a sidewalk at least 6 feet wide and physically separated from the driveway by a curb or landscaping. Customer entrances and exits opening directly onto the Public Sidewalk Zone are encouraged.

7. Entrance orientation alternatives for multi-dwelling residential developments.

- a. Courtyard Entrances. Entrances to dwellings may be from a courtyard designed to the Courtyard Frontage standards in Subsection 3.4-435A.1.
 - i. The courtyard must include hard-surfaced areas for pedestrian circulation at least 5 feet wide that meet ADA standards.
 - ii. Segments of the circulation system that provide access to no more than 4 residential units may be 3 feet wide.

Figure 3.4-435B.7 Example of Courtyard Entrances



- b. For dwellings without direct access, or lobby access to the public sidewalk or courtyard, pedestrian connections between dwelling entrances and the public sidewalk are required as specified below:
 - i. An internal pedestrian connection system must connect all main entrances on the site that are more than 20 feet from the street, and provide ADA-accessible pedestrian connections to other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas, and on-site pedestrian amenities.
 - ii. The pedestrian circulation system must be hard-surfaced and be at least 5 feet wide. Segments of the circulation system that provide access to no more than 4 residential units may be 3 feet wide.

- iii. Where the pedestrian circulation system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of visual and physical cues such as elevated pedestrian crossings, speed tables or bumps, a different paving material, or other similar methods. Striping does not meet this requirement. Elevation changes and speed tables or bumps must be at least 4 inches high.
 - iv. Where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or similar physical barrier. If a raised path is used it must be at least 4 inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than 5 feet on center.
 - v. The pedestrian circulation system may be within an auto travel lane if the auto travel lane provides access to 8 or fewer parking spaces, and the area is designed as a parking court entirely surfaced with decorative paving.
 - vi. The on-site pedestrian circulation system shall provide lighting as specified in Subsection 3.4-435F.7.
8. Buildings may have more street-oriented entries than required by this Section, and may have secondary entrances oriented to off-street parking and loading areas. Loading service doors should not be shared with or located on the same side of the building as the main entrance. To the maximum extent practical, service and emergency exit doors shall not be located along the street frontage.
9. Entrances shall be recessed as necessary to prevent doors from swinging into the Public Sidewalk Zone.
10. Doors must be commercial-grade.
11. Entrances to Mixed-Use buildings containing dwelling units must be clearly marked with a physical feature incorporated into the building or an element on the ground floor façade to indicate the residential use.

Figure 3.4-435B.11 Example of physical features used to indicate residential use.

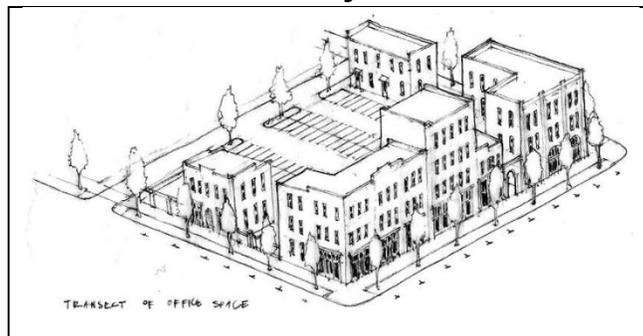


12. Main entrances entries shall be emphasized with at least 3 of the following architectural features: recessed doorway(s); overhangs or awnings; transom windows; at least 2 ornamental light fixtures flanking the entry; larger, transparent or more prominent doors; or pilasters, columns and masonry details that frame the doorway.
13. Main entrances to non-residential buildings from the primary street required by this Code shall remain unlocked during the business hours for the building. To promote compliance with this standard, building owners are encouraged to include this Code provision in the tenant lease agreement.

On-Site Vehicular Circulation, Loading and Parking Commentary. While the Plan District is exempt from minimum parking requirements, the proposed Code addresses site design standards for parking to ensure that development of surface parking and vehicular access does not detract from the Downtown streetscape.

C. Location and Design of On-Site Vehicular Circulation, Loading and Parking. Together with the Plan District frontage, setback and landscaping standards, design standards for on-site vehicular areas promote a safe and accessible downtown streetscape of continuous storefronts, maximize the supply of on-street customer parking, and provide on-site parking areas that are safe and attractive for motorists and pedestrians. Vehicular areas are located and designed to improve and soften the appearance of parking areas from sidewalks, streets, and adjacent residential zones.

Figure 3.4-435C. Example of vehicular areas located behind buildings and accessed from alley.



1. Access to development sites from public streets and alleys shall be as prescribed in Section 4.2 and Section 3.4-430G.
2. Site Service and Utility Areas. Design standards are established to minimize the visual presence and noise impacts of service functions, such as delivery and refuse pick-up, and to address public safety.
 - a. On-site Loading. Alleys may be utilized to meet the off-street loading area requirements of this Code as specified in Section 3.4-430J, except when the Director determines that a development larger than 10,000 square feet requires application of the on-site loading standards specified in Section 4.6-135. The required loading area shall be at least 10 feet wide by 25 feet long and have an unobstructed height of 14 feet or the minimum size and configuration the Director determines is necessary to accommodate the use.
 - b. Service and delivery areas may not be located within 25 feet (horizontal distance) of any pedestrian entry.
 - c. Service and utility areas must be concealed from the street by:
 - i. Locating underground;
 - ii. Locating internal to a structure or group of structures;
 - iii. Providing screening of building utilities and services as specified in Subsection 435F.5; or
 - iv. Locating along alleys or internal service drives.
 - d. Sharing of utility and service areas between buildings, among groups of similar uses, or otherwise consolidated is encouraged, to minimize the proportion of the site dedicated to these functions.
 - e. Refuse and recycling storage must be provided on-site. No trash receptacles shall be located in any required frontage or setback, or within 25 feet of property lines abutting LDR zoned or designated properties.
 - i. The architecture of new development shall incorporate refuse and recycling storage within the design of the building. Refuse and recycling

storage shall be accessible to resident seniors, children, and people with disabilities.

- ii. All on-site refuse and recycling storage not contained within the building shall be contained within a gated masonry or wood structure or solid, non-metallic fence, a minimum of 6-feet high to screen receptacles from public view. The structure shall be constructed to provide a uniform sight-obscuring enclosure permanently affixed to the ground, covered and connected to the sanitary system as required by this Code.

Figure 3.4-435C.2.e.ii. Examples of architecture incorporating refuse/recycling storage



- f. Alley lighting. Development shall incorporate lighting on building façades facing an alley to enhance public safety and service functions.
 - i. New development shall provide wall-mounted lighting on exterior building walls located within 5 feet of the alley property line to provide illumination in the alley.
 - ii. At least one exterior lighting fixture per building or one fixture per 25 linear feet of building wall is required. Alley lighting shall be shielded or recessed to eliminate glare, downcast, and not be directed toward abutting properties, riparian zones, wetlands and other protected areas identified in this Code. Alley lighting must not obstruct vertical clearance requirements specified in Section 3.4-435A.8.

Figure 3.4-435C.2.f. Example of wall-mounted exterior lighting on alley-facing façade

- i. Parking areas may be designed so that vehicles back out into an alley. Maneuvering area between the end of each parking space and the opposite side of the alley must be provided on-site when necessary to meet the Parking Lot Design dimensional standards in Section 4.6-115.
 - ii. Parking areas with one or two spaces where access is only derived from a local street.
- 5. Parking Lot Improvements. Vehicle areas shall be improved with paving, striping, drainage, protective curbs and lighting as specified in this Code and the following standards when a new vehicular area is provided or an existing vehicular area is improved in association with: new development; redevelopment including expansions of use; a change of use for existing buildings where the landscaping is non-conforming; or a change of use that results in the need to modify on-site parking or loading areas, or driveways.
- 6. Parking Lot Improvements. Vehicle areas shall be improved with paving, striping, drainage, protective curbs and lighting as specified in this Code and the following standards:
 - a. Vehicle parking shall be located and designed to the standards specified in Subsection 3.4-435C, and the Motor Vehicle Parking standards in Section 4.6-110, 4.6-120, and 4.6-125. Parking facilities shall be designed to prevent vehicles from encroaching into pedestrian ways, landscape areas or abutting properties. Parking spaces abutting a property line shall be provided with a linear curb or secured wheel bumper not less than 6 inches in height to prevent vehicle encroachment. Curbs shall be constructed in conformance with the SCS.
 - b. Parking Lot Landscaping. The City recognizes the aesthetic, ecological and economic value of landscaping. In addition to meeting the Parking Lot Frontage Design Standards specified in Section 3.4-435A, parking lots of 8 spaces or more shall be designed to incorporate interior parking lot vegetation as specified in Subsection 3.4-435F.3.b.ii. to reduce the rate and volume of stormwater runoff, to protect water quality from contaminants in stormwater, and to provide shade.

Parking Structures Commentary: *The intent of adding additional design standards for structured parking is to communicate the City’s encouragement and expectations for larger scale development projects that contribute to the character, ambience and success of Downtown. The standards are intended to support efficient use of the land supply, and to locate and orient structured parking in a way that reduces its visual impact and promotes public safety. Parking structures require special attention to design in consideration of architectural compatibility, size, scale, and bulk in relationship to adjacent properties and the overall design of the project. The proposed standards encourage structured parking of a mixed-use character, consistent with the Plan District.*

Many cities today are requiring the design of parking structures to enhance the urban environment. Design standards are typically established to require parking structures to have level façades on the street sides (no

exposed ramps) and pedestrian-active uses on the ground level. Even if not required by local code, there has definitely been a trend away in recent years from stand-alone, single-purpose parking structures. The development of ground-floor retail space in parking structures is often encouraged as even second-rate retail space will typically generate more income per square foot than a good parking space. This is an important consideration as most new parking structures are not self-supporting. When selecting a site for the development of a parking structure, the site that offers the best possibility for ground-floor retail space should be an important consideration. (Kimley-Horn Parking Structure Design Guidelines report for Boise, Idaho, p. 47).

http://www.ccdcboise.com/wp-content/uploads/2014/11/CCDC-Boise-Parking-Structure-Design-Guidelines_2016-Final-Draft-08-04-2016.pdf

- 7. Parking Structures and Garages — Design Standards and Ground Floor Land Uses.** To address the buildable land supply and to provide a continuous pedestrian-scale Downtown streetscape, development of structured parking shall be designed as specified in the Plan District and the following standards.
- a.** Frontages and setbacks must be as specified in Table 3.4-435A.1 and Table 3.4-435A.3.
 - b.** Structured parking shall accommodate commercial uses on the ground floor.
 - i.** 100% of facades facing Main Street and at least 60% of the length of street-facing facades along other streets in the Plan District shall be designed and constructed to incorporate ground floor commercial space or other permitted land uses in the zone as specified in Subsection 3.4-420D.
 - ii.** Ground floor commercial space located on Main Street shall incorporate commercial space built to the Ground Floor Active Use standards in Subsection 3.4-435A.5.a.
 - c.** Façades must meet the applicable building entrance, form and façade standards in Subsections 3.4-435B. and 3.4-435E.
 - d.** The structure shall be designed such that parking decks, parked cars and internal lighting fixtures are not visible from adjacent properties and rights of way, by incorporating one or more of the following architectural techniques and design elements:
 - i.** Liner building(s) wrapping the entire parking structure that are designed to Plan District standards.
 - ii.** Wrapping all exposed parking decks with floor to ceiling walls, or permanent architectural screening features that articulate the façade, completely screen parked cars from view, and fully shield or otherwise control lighting to

prevent light spillage and glare onto adjacent properties and rights of way. At least 50 percent of the ramp deck level opening must be covered by an architectural screen. Parking structures with exposed parking decks shall be set back a minimum of 8 feet from the public right-of-way or build-to line. The setback must include trees and other evergreen landscape vegetative screening to meet or exceed the DL-4 Landscape Standard as specified in Subsection 3.4-435F.3.a.iv. Incorporation of vegetative elements into the design of the structure's façade and/or roof is encouraged.

Figure 3.4-435C.7.d.i. Examples of parking structures with ground floor uses, architectural screening of parking decks, and incorporation of vertical design elements

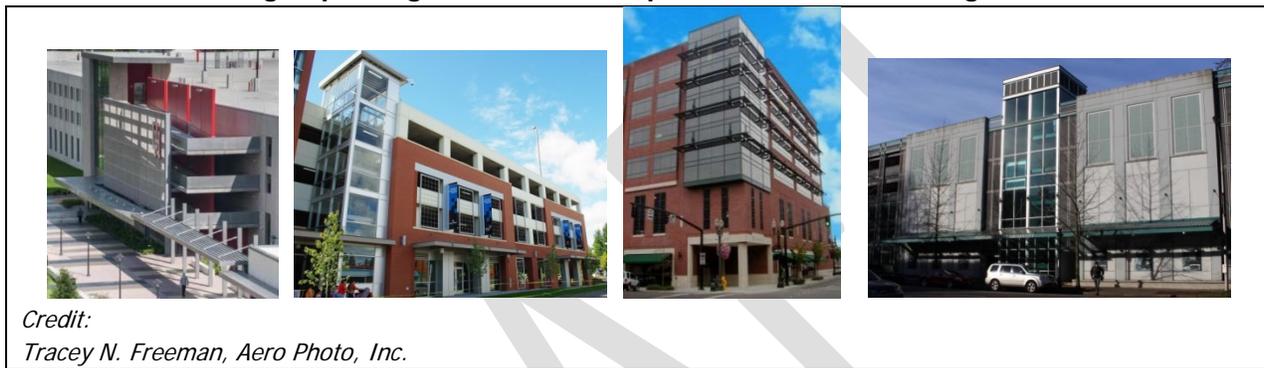


Figure 3.4-435C.7.d.ii. Examples of parking structures with exposed parking frontage and exposed parking decks requiring architectural and landscape screening



- e. Structures shall have level façades on street facing sides so that no ramp structure or sloping deck is physically expressed on building façades facing public streets. Exposed structured parking frontage shall not occur at any level (at grade, below grade or above) where visible from Main Street. Exposed above-grade parking decks shall not exceed 30 percent of block frontage along any east-west street or 50 percent of block frontage along any north-south street.
- f. Exposed structured parking frontage, shall not occur at the ground floor along street frontages within the Plan District, but may occur along alleys.

- g. Entrance to Parking Garage or Structure. No setback is required from a lot line abutting a street or alley, however the Director may require the garage entrance to be set back when necessary to ensure adequate turning radius into the garage as required by this Code.
 - i. Entrances and exits shall be located to address traffic patterns and street conditions as required by this Code.
 - ii. Entrances and exits shall provide for easy identification and access from adjacent streets.
 - iii. Parking structures and adjacent sidewalks shall be designed so pedestrians and bicyclists are clearly visible (through sight distance clearance, signage, and other warning signs) to entering and exiting automobiles.
 - iv. Driveway entrances to parking shall be constructed at the minimum practicable size to minimize the impact of driveways on the public pedestrian environment.

Figure 3.4-435C.7.g. Examples of parking garage entrance driveways



Parking Structures Commentary: Parking structures (open air decks) and garages (enclosed buildings with HVAC systems) are typically designed with horizontal beam construction to avoid use of column supports. The result is

often a building form that does not fit in with the historic architectural fabric and character of downtown. Special attention to façade design articulation and detailing can help mitigate discordant building forms.

- h. Structured parking must meet the standards in this Code to complement the architecture and character of downtown and shall incorporate the following design and safety elements:
 - i. **Driveway entrances** to parking shall be constructed at the minimum practicable size and shall be visually integrated into the building elevation by continuing architectural elements such as a frieze, cornice, canopy, overhang, trellis, or decorative grilles from the adjacent façade.
 - ii. When parking structures are located at street intersections, corner emphasizing elements (such as towers, pedestrian entrances, signage, glazing, etc.) shall be incorporated.
 - iii. Entrances, walkways, elevators and stairwells shall be designed to provide natural surveillance by providing high visibility from adjacent activity and public areas and shall be well-lit **to a minimum standard of 32.5 lumens/square meter.**
 - iv. All interior lighting shall be fully recessed or otherwise shielded by interior or exterior screening devices in a manner that fully contains the light within the structure, and prevents light spillover beyond the structure.
 - v. Exterior elevations visible from the public right of way and adjacent properties shall incorporate design components, materials and finishes the same or similar to those utilized in the primary building(s). In addition to the building design standards in Section 3.4-435, the façade design shall incorporate vertical architectural elements such as window openings between structural columns and vertical pilasters between structural columns to de-emphasize the horizontality of the structure.
 - vi. Use of the roof to provide usable spaces, such as terraces, gardens or green roof is encouraged.

Residential Open Space Commentary: The existing open space requirements in SDC 3.2-430.5. have been simplified and fine-tuned to more appropriately correlate with downtown sites and expected residential development types and vertical mixed-use buildings. The existing standards in SDC 3.2-430.5 are correlated with gross densities and square footage of dwelling space, and rely in part on utilization of setback areas as open space. The proposed standards are calibrated to site size and the number of individual units, and are intended be easier to understand and implement. The existing standards rely, in part, on setbacks and landscape buffers as open space. These types of spaces typically are “left over” spaces that are not well-situated for resident’s use. To utilize land more efficiently and to reflect that most existing or future downtown development is or will be zero lot line, the proposed

standards required shared outdoor space that will be usable for residents. This section includes new requirements for large sites (more than 20,000 square feet in total site area) to include common areas, such as courtyards or play areas, and assumes that outdoor space will likely be stacked within the building envelope in the form of terraces, balconies, decks, roof gardens, community rooms, fitness centers, etc.

Staff reviewed the City of Portland’s recent multi-year study of multi-unit design standards as a resource to consider issues raised and lessons learned in that study. For example, in past projects that focused on the health and activity needs of people living in apartments, residents identified the need for having usable outdoor spaces located close by for activities such as children’s play and growing food. Currently, shared outdoor spaces that are large enough to provide these opportunities are not required and often not provided with new multi-dwelling development.

The existing code requires both Common Open Space and Private Open Space, with 15% of the residential site of any size site to be open space. The proposed Downtown standard requires large sites (more than 20,000 square feet in total site area) to include common areas, such as courtyards or play areas equal to 10 percent of total site area (for example, a 30,000 square foot site would need to provide 3,000 square feet of common area) are required. The 10 percent requirement derived from the Portland standards corresponds to the percent of site area used for shared outdoor areas frequently found in historic and more recent multi-dwelling developments that include common outdoor areas.

The proposal provides flexibility in the design and location of this common area, which can be located at ground level or on raised courtyards or roof tops, and up to 50 percent of the requirement could be met with indoor common areas, such as indoor recreation facilities or community rooms. A minimum dimension of 20’ by 20’ ensures that outdoor common areas will be of usable size. The required common area will count toward meeting the per-unit outdoor space requirements.

The proposed 10% open space requirement potentially allows more site coverage for development than the existing 15% requirement.

The proposal include changes to the minimum dimensions for private outdoor spaces and allowances for individual outdoor spaces to extend into front setback areas. These changes help provide flexibility in meeting requirements to accommodate development in higher density zones, where incorporating outdoor spaces as part of higher-density development can be problematic.



City of Portland example

D. Open Space and Outdoor Areas for Residential Developments—Individual and Common Outdoor Areas. Multi-dwelling residential developments shall provide open space and outdoor areas as specified in the following standards to provide opportunities for outdoor living, relaxation and recreation in locations conveniently accessible to building residents.

1. The required outdoor area may be provided as individual outdoor area, such as a private patio or balcony, or may be provided as common area, such as outdoor courtyards,

outdoor play area, indoor recreational facilities, or indoor community rooms. There may be a combination of individual and common areas. Required common area may count toward required outdoor area, but individual private outdoor area may not count toward required common area.

- a. On sites that are less than 20,000 square feet in total site area, at least 36 square feet of outdoor area is required per dwelling unit.
 - b. On sites are 20,000 square feet or more in total site area, at least 48 square feet of outdoor area is required per dwelling unit.
2. On sites that are more than 20,000 square feet in total site area, common open space and individual open space are required. At least 10 percent of the total site area must be provided as common open space. At least 50 percent of the required common area must be outdoor area, such as outdoor courtyards or outdoor play areas. Up to 50 percent of the required common area may be indoor common area, such as indoor recreation facilities or indoor community rooms that provide opportunities for recreation or gathering. Required common areas can be at ground level, raised or at rooftop level.
3. Individual Outdoor Areas. Where a separate outdoor area is provided for an individual unit to fulfill the open space requirement, it must be designed so that a 4-foot x 6-foot square will fit entirely within it. The outdoor area must be directly accessible to the unit through a doorway. Areas used for pedestrian circulation to more than one dwelling unit do not count towards meeting this standard of this subsection. If the area is at ground level, it may extend 100 percent into a required side yard setback.
4. Common Open Space Areas.
 - a. Outdoor Common Area. Where outdoor shared common open space is provided, it must be designed so that it is at least 500 square feet in area and so that a 20-foot x 20-foot square will fit entirely within it. A minimum of 250 square feet of space for active recreation area (including, but not limited to: children's play areas and fitness equipment, swimming pools) for every 20 units or increment thereof. For example, a 60 unit development shall provide a minimum area of 750 square feet for active recreation. The active recreation areas shall not be located in the interior side yard setbacks required in required in Table 3.4-435-A-3 (where abutting the Washburne Historic District or a residential district east of Pioneer Parkway). At least 50 percent of a required outdoor common area shall incorporate ornamental and/or natural vegetation. Ecoroofs, stormwater planters, and container gardens may be used to meet the vegetation requirement.



Example of common open space – courtyards and ecoroofs incorporating vegetation
Credit City of Portland, OR



Example of common open space – rooftop garden
Credit John Sturrock/Courtesy of Arup

Building Form Design Standards Commentary: *The proposed DMU design standards in this subsection revise the building design standards in the existing code (SDC 3.2-615 and 625) to improve clarity, to increase the practicality and flexibility of architectural standards as they affect current building construction and development practices, and to provide objective criteria more closely aligned with the existing pattern and character of Downtown Springfield lots and blocks. The proposed code establishes a downtown-specific approach to design standards that is focused less on aesthetic appearance or architectural style and more on how building facades relate to the public streetscape and human scale as a means to support Downtown’s transition into a vibrant and walkable community destination with a range of commercial, civic, employment, residential, educational uses and economic development activity.*

Smaller scale buildings and building components help establish human-scale to maintain the character of Downtown. When the allowed height, width and bulk of new buildings is significantly greater than existing buildings on a block (e.g. in Downtown, existing Code allows buildings to be 90’ tall), widely-recognized architectural techniques can be employed to reduce the perceived height and bulk difference—stepping back upper floors and varying building massing by modulating and articulating the façades to break up expanses of blank walls. The proposed standards address both techniques and provide multiple design options for developers. The goal is architectural variety and character that fits within the human-scale, pedestrian-friendly context of Downtown, as opposed to monolithic structures or generic façade designs. The building form design standards also are intended to help ensure that prominent historic landmark buildings are not overwhelmed by larger new structures or developments, and that the character, walkability and sense of place is strengthened as redevelopment occurs. Maintaining the rhythm established by the repetition of traditional façade widths, especially for larger building projects that span several lots, can be achieved by modulating the building form and articulating the façade into distinct sections or increments that break up the larger mass. The I.O.O.F. and Royal Buildings in Downtown Springfield are examples of this. Areas with more articulation and variety are typically more interesting and inviting pedestrian environments.

The proposed DMU design standards require building design elements to increase a sense of safety for employees, residents and visitors. Frontage, lighting, transparency and visibility requirements promote informal surveillance of public and semi-public outdoor areas and an inviting streetscape that provides good sightlines into entries and sufficient lighting levels at doorways.

E. Building Form Design Standards: Height, Bulk, Scale and Neighborhood Transitions. Building design standards in this subsection implement the Downtown Refinement Plan by promoting original and distinctive building design that contributes to Downtown's distinctiveness, walkability and livability with respect for historic resources within and adjacent to the Plan District. Special attention to "human scale" building design and visual variety is required to address the overall size and scale of new buildings, and to avoid the use of generic building designs that do not enhance the eclectic character and sense of place that is Downtown's strength. The term "human scale" generally refers to the use of human-proportioned architectural features and design elements clearly oriented to human activity. The standards in this Subsection require the incorporation of architectural design elements and techniques to reduce/mitigate the scale and visual impact of larger buildings and blank walls as viewed from the Downtown streetscape and adjacent properties.

1. External modifications proposed for structures listed on the Springfield Historic Landmark Inventory shall comply with the applicable standards specified in Section 3.3-900.

Building Height Commentary: DT Refinement Plan Policy B.1: "The Mixed-Use Commercial zoning district shall be applied within the nodal overlay to accommodate a mix of commercial, offices, residential, and open space uses. Design and development standards shall promote a minimum of 2-story buildings with pedestrian-friendly design and placement." Buildings with less than two-stories fail to create a sense of enclosure and space and do not fully utilize the downtown land supply. The proposed code establishes a minimum building height to ensure that new buildings provide a tall street-facing façade height to help reinforce the street wall.

When the height of new buildings exceeds the majority of other buildings on a block, the perceived scale difference can be reduced by stepping back upper floors to vary building height and massing. The proposed code retains the existing 90' height maximum but requires buildings taller than 60 feet to incorporate step backs in the façade.

2. Height. Design standards for building height are established to allow a variety of building heights within the Plan District and within a mixed-use development to create visual interest; and to provide human-scale buildings that define the streetscape, use land efficiently, and contribute to Downtown's unique character, and pedestrian orientation.
 - a. The minimum building height for new structures is two stories above grade.

EXCEPTION: Single story buildings may be permitted as part of development containing a full-service grocery store.

 - i. Any portion of a new building fronting on the street shall be a minimum of 25 feet tall along the street frontage or plaza frontage to reinforce the Downtown streetscape.
 - ii. New buildings fronting on Active Use Streets depicted in Figure 3.4-435A.3.a. shall meet the minimum ground floor height requirements in Subsection 3.4-435A.3.a.

- b. The maximum building height is 90 feet, including rooftop equipment, parapets, etc.
- c. The building design shall incorporate architectural techniques and elements to break up building mass and provide human scale as follows:
 - i. A building taller than 60 feet shall be designed to reduce the scale of the building as perceived along the street by incorporating step backs of upper floors above the second or third floor level. Step backs shall be incorporated into the primary street-facing façade, shall be at least 6 feet deep as measured from the lower façade plane, and may be used as outdoor space such as terraces, decks, and balconies.
 - ii. Interior side yard or rear stepbacks of any depth are permitted on upper floors above the ground floor level. Step backs may be counted towards the building articulation requirements specified in Subsection 3.4-435 E.3.

Figure 3.4-435E.2.c.1. Building step-backs reduce building height and bulk

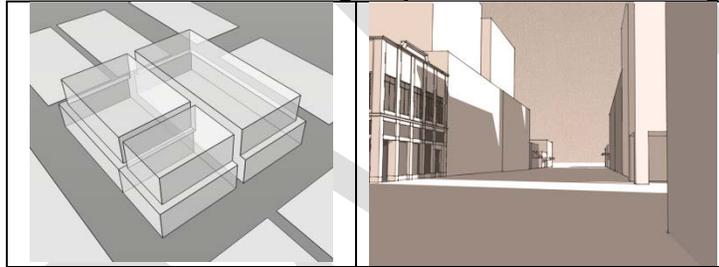


Figure 3.4-435E.2.c.2. Examples of buildings incorporating step backs along the street-facing façade



- iii. On lots located north of Main Street and west of Mill Street, buildings located within an area 50 feet or less from the Main Street right-of-way shall incorporate façade stepbacks to frame and emphasize views to the Willamette River Greenway from the Main Street public sidewalk. Stepbacks employed to meet this standard shall be incorporated along the Main Street-facing façade, and must be no less than 6 feet deep as measured from the lower façade plane and may be designed as terraces, decks, and balconies. The Director may waive this requirement if the building and site design provides views to the Willamette River Greenway from the Main Street public sidewalk within the same described area.

Building Articulation Commentary: *With careful attention to design and articulation, large buildings can be visually broken down into smaller, more human-scaled components. Articulation refers to vertical and horizontal modulations of the façade designed to reduce the perceived scale of larger buildings, and to avoid long, continuous flat facades and rooflines. Articulation introduces variety into the overall bulk, shape and wall surfaces of the building to provide detail and visual interest.*

The appropriate scale for articulation is often a function of the size of the building and the width and character of the adjacent streetscape. Ground-floor building articulation is critical in creating a great street that welcomes and supports pedestrian activity by providing visual interest and a sense of security and community identity.

The importance of articulation on the upper stories of a building varies with the height of the building. Articulation on the upper stories of low and mid-rise buildings can help frame the street and create visual interest.

Building materials, special ground-floor design treatments, facade modulation, corner treatments, building setbacks for upper stories, and facade elements such as transparency, building entries, and other architectural details help define the public realm as a welcoming place. Blank walls lacking articulation contribute to an environment that is perceived as unfriendly and possibly unsafe, and discourages pedestrian activity.

Smaller scale articulations are sufficient to reduce the perceived scale of most buildings. Larger buildings require more substantial articulated/modulated surfaces to break up massing and add visual interest, thus the proposed code requires a higher degree of articulation for buildings with facades longer than 60 feet. The standards are intended to be specific and quantifiable criteria that allow a variety of design options to meet the standards.

With careful attention to design and articulation, large buildings can be visually broken down into smaller, more human-scaled components. Articulation refers to vertical and horizontal modulations of the façade designed to reduce the perceived scale of larger buildings, and to avoid long, continuous flat facades and rooflines. Articulation introduces variety into the overall bulk, shape and wall surfaces of the building to provide detail and visual interest.

3. **Articulation.** Building articulation standards are established to promote architectural variety while maintaining a human building scale consistent with Downtown's existing historic pattern and character. Building facades shall be designed to provide a varied wall surface plane (articulation). Flat and featureless walls are not permitted. Articulation requirements are based on the length of façade as specified below:
 - a. All street-facing building facades. Building façades shall be designed to maintain the traditionally prevalent downtown façade rhythm of 20 to 30 feet. This rhythm must be expressed by articulating the façade into proportional increments 30 feet wide or less by incorporating at least four of the following elements:
 - i. Façade divided into distinct architectural bays by pilasters, columns or vertical wall areas;
 - ii. Recessed Entry frontage as specified in 3.4-435A.1;
 - iii. Ground floor windows and doors:

1. At least 50 percent of the total ground floor façade area must consist of clear and transparent glass windows and door openings that allow a perpendicular view at pedestrian eye level between the abutting public sidewalk and the building interior space. The clear and transparent opening in the façade must include the area between 2.5 feet and 10 feet above the grade of the abutting sidewalk and shall consist of nonreflective, transparent glazing. All percentages shall be measured using elevation views of the building façade. **EXCEPTION:** Residential building facades facing public spaces such as streets, plazas, and parks must incorporate windows, doors, porches, steps, patios, bay windows, balconies and/or stoops in at least 50 percent of the total ground floor façade area as measured 5 feet above the finished floor elevation to maximize visibility and engagement with the public realm while maintaining privacy for residential units.

2. Building facades facing Active Use Streets identified in Section 3.4-435A.2 shall provide ground floor transparency as specified in Section 3.4-435A.2.a.ii.

- iv. Differentiation of the ground floor from the upper floors by a change in color or materials to emphasize the ground floor.
- v. Changes in façade relief, material, color, and/or texture either horizontally or vertically. Service or emergency exit doors are not counted as articulation.

Figure 3.4-435E.3.a.1.v. Examples of changes in façade relief, material, color, and texture



- b. Façades of new buildings occupying more than 60 feet of frontage on any street, public plaza or park. In addition to meeting the standards in Section 3.4-435E.3.a. above, buildings must incorporate the following elements to reduce the apparent mass and bulk of the structure:

- i. Articulation of ground floor façades into increments 30 feet wide or less with multiple defined entryways, storefronts or bays that form an integral part of the building façade.
- ii. Incorporating modulation in the façade plane through use of architectural techniques, such as bays, offsets, recesses, and other techniques with a minimum depth of 2 feet. For purposes of this standard, façade modulation is a stepping back or projecting forward of the facade in intervals, with projections or recessions at least 2 feet deep to break up the mass of larger buildings. Awnings are not counted as façade modulation.

Figure 3.4-435E.3.b.ii. Examples of façade modulation



- c. Façades of new buildings occupying more than 120 feet of frontage on any street, public plaza or park. In addition to meeting the standards in Section 3.4-435E.3.a. and b. above, the façade shall incorporate at least one vertical modulated design component (projection or recession) at least 4 feet deep and 20 to 30 feet wide. The vertical component shall:
 - i. extend through all floors above the first floor fronting on the street to the top of the building. **EXCEPTION:** upper floors that are set back more than 10 feet horizontally from the façade are exempt; and
 - ii. incorporate building materials, colors or textures that effectively contrast from the rest of the façade.

Figure 3.4-435E.3.c.i. Examples of vertical modulated design components



d. Façade articulation—blank walls. Any expanse of flat walls without doors and windows and measuring 20 feet or longer along a street-facing façade shall be designed to incorporate features that add visual interest and variety to the streetscape. Blank walls must be treated by incorporating at least four of the following elements:

- i.** Masonry details (but not flat concrete block).
- ii.** Belt courses of a different material, texture and color.
- iii.** Details such as soldier course or solid lintels and sills around windows in brick and stone structures.
- iv.** Details such as ceramic tile or medallions.
- v.** Lighting fixtures.
- vi.** Sculptural, mosaic, or bas-relief artwork over 50 percent of the length of the ground floor façade.
- vii.** Public art including but not limited to art murals approved by the City Public Art program.
- viii.** Other building design or landscaping feature approved by the City.

Figure 3.4-435E.d. Example of blank wall transformed by public art mural



e. Rooflines.

- i. Flat roofs are characteristic in the Plan District and are encouraged for new development. All flat roofs shall employ trim or other detailing to visually distinguish the building top.
- ii. If peaked roofs are employed, primary ridgelines, or ridgelines predominant to the viewer shall be oriented from front to back, perpendicular to the street frontage.
- iii. A variety of building heights is a characteristic of the Plan District and is encouraged within new developments and building façades longer than 60 feet to break up the overall massing of the roof and to identify different functional areas within the building, subject to the following criteria:
 - 1. Breaks in rooflines may be created by variation in building level (number of floors); vertically modulated building component (examples shown in Figure 3.4-435E.3.c.i.); stepped or shaped parapet and parapet detailing; prominent cornice, or prominent eave.
 - 2. Breaks in rooflines may not be created by a series of façade extensions above a roofline that create a “row of boxes” look.

Figure 3.4-435E.3.d.iii.1. Examples of roofline variation created by stepped or shaped parapet (permitted)



Examples of roofline variations created by vertically modulated components, prominent cornice and prominent eave (permitted)



Figure 3.4-435E.3.d.iii.2 Example of breaks in the roofline created by a series of facade extensions above a roofline (Not permitted)



Architectural Details Commentary. *The proposed approach to building design addresses facade articulation details as a separate category within the building form articulation standards. The proposed "menu of options" approach below allows more design flexibility regarding building details, while more providing more certainty as to building form and massing than the existing code.*

- f. Architectural Details. To break up expanses of single element building elevations, building articulation shall be accomplished through combinations of architectural details. Each building shall be designed to incorporate a minimum of 5 features identified in Table 3.4-435E.3.e. Each level of a facade facing a public street or plaza must include at least 3 features. Features employed to meet this standard may also be counted toward meeting other required design standards in this Code when the applicable criteria are met.

Table 3.4-435E.3.f. Architectural Details
(Photos are illustrative only)

- i. Balconies, upper level terraces and decks, and other similar features that form an integral part of the building façade.



ii. Building bays, window bays or oriels that form an integral part of the building façade.



iii. Building step backs.



iv. Ground floor awnings that form an integral part of the building façade.



v. Recessed building entrance, forecourt, porch, or stoop where permitted in Section 3.4-435A.1.



vi. Articulated window sill/bulkhead base of storefront windows using differentiation of relief.



vii. Differentiation in façade materials and colors.



viii. Variation in upper level window size or style.



ix. Providing art, including, but not limited to decorative masonry patterns or reliefs, custom lighting fixtures (minimum one pair), mosaics, or murals.²



² A mural approved through the City Public Art program may qualify.



x. Vertical columns or pilasters to break up facades



xi. Column detailing using differentiation of materials or relief.



xii. Decorative paving at entrance



xiii. Applied architectural trim details on a building façade such as parapet details, prominent cornice or fascia, projecting eaves, quoins, sills, headers, frieze, sign band, band courses, or similar details.



xiv. Transom windows.



xv. Street corner emphasis.



4. Materials. Standards are established to promote architectural variety through the use of durable materials that convey a sense of place and permanence consistent with Downtown's historic pattern and character.

a. Brick, cast concrete, concrete masonry units, glass, wood, stucco or similar troweled finishes, architectural ceramic and wood composite materials are permitted. At least 75% of the area of each street-facing facade (except alleys) of all new buildings (excluding doors and windows) shall incorporate masonry materials. When materials other than masonry are used, they shall have demonstrated durability and shall provide similar visual characteristics (e.g. color, texture, scale) similar to those used traditionally in Downtown Springfield.

b. The following façade materials are prohibited:

- i.** Corrugated or ribbed metal or similar materials.
- ii.** Vinyl, plastic, fiberglass or similar siding or roofing or products.
- iii.** Faux brick or faux stone panels.
- iv.** Stone veneers or panels.

c. The design of important municipal buildings such as Library and City Hall facilities, including but not limited to exterior building materials, shall be authorized or otherwise approved by the City Council or Council designee prior to submittal of permit applications to the City.

5. Window Design.

a. Upper level windows must meet at least one of the following criteria:

- i. recessed at least 2 inches from the façade plane;
- ii. projected from the façade plane;
- iii. incorporates 3-dimensional trim material of a color that contrasts with the color of the façade plane;
- iv. provides an equivalent 3-dimensional window or façade treatment that adds a contrast of depth and visual interest to the building.

Figure 3.4-435E.5.a.i. Examples of Upper Level Window Designs - Recessed



Figure 3.4-435E.5.a.ii. Example of Upper Level Window Designs – Projected



Figure 3.4-435E.5.a.iii. Example of Upper Level Window Designs – Contrasting Trim



- b.** Color. The preferred colors are those that reflect or complement existing colors within the district. Use of bright “neon” colors as the body color of a building is discouraged.

F. Landscape, Screening, and Lighting Standards. The City recognizes the aesthetic, economic, ecological, and public safety values and benefits of landscaping, screening and lighting in creating a desirable Downtown in which to live and work.

- 1.** The following DMU Plan District standards are established to:
 - a.** Promote a sense of place;
 - b.** Promote safety, security, and privacy;
 - c.** Improve the appearance of the City by complimenting built forms, softening and providing visual relief and interest between pedestrian and vehicular use areas;
 - d.** Reduce the visual impact of waste receptacles, storage and utility areas;
 - e.** Provide tree canopy shade for pedestrian comfort, to conserve energy, and as a means of mitigating heat and exposure in paved areas;
 - f.** Reduce stormwater runoff pollution, temperature, and rate and volume of flow to protect water quality; and
 - g.** Promote compatibility between land uses by reducing the visual, noise and lighting impacts of specific development on users of the site and abutting uses (e.g. reduce the visual impact of glare, headlights, and parking lot lights from the public right-of-way and from adjoining properties).
- 2.** Applicability.
 - a.** The standards of this Subsection apply to:
 - i.** New development;
 - ii.** Redevelopment including expansions of use;
 - iii.** A change of use for existing buildings where the landscaping, screening or lighting is non-conforming; and

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

b. Street trees, landscaping and lighting within the public right-of-way must meet the standards in Section 3.4-430A.5.a.

Figure 3.4-435F.1 Example of landscaping within the Public Sidewalk Zone right-of-way



3. DMU Landscape Design Standards.

a. Landscape Frontage Standards. Landscaping designed to the following standards shall be provided along all street frontages as specified in Section 3.4-435A.1.

i. **DL-1.** The DL-1 standard is a landscape treatment that enhances paved pedestrian areas and provides separation between public and private spaces.

1. Installation and maintenance of living plant materials shall cover the required landscape area within 2 years of planting. At least 75 percent of the area shall consist of hardy shrub or ground cover plants with a mature height of at least 30 inches. Up to 25 percent of the area may consist of temporary ground cover plants such as decorative annuals to provide seasonal color and interest along the sidewalk. Small ornamental trees may be incorporated, provided that tree canopies do not interfere with the Through Zone of the Sidewalk or vision clearance areas.

2. Landscaping shall be in planters at grade. **EXCEPTION:** Plaza frontage landscaping may be in planters at grade or within low masonry walls.

ii. **DL-2.** The DL-2 standard is a landscape treatment that enhances the downtown streetscape by establishing continuous vegetative screening between pedestrian and vehicular areas. In this option, evergreen plants and a 6-foot wide landscape area are required to provide the screening and separation requirement between the Public Sidewalk Zone and the parking lot. Paved pedestrian access paths 4 feet wide or less perpendicular to the public sidewalk may be incorporated into the landscaping.

1. Installation and maintenance of living plant materials shall cover the required landscape area within 2 years of planting. The area shall consist of hardy shrub and ground cover plants and shall include evergreen plants with a mature height of at least 42 inches to provide a continuous sight-obscuring screen between the Public Sidewalk Zone and the abutting or adjacent parking lot. To maintain visual clearance, plant height within 2 feet of the sidewalk shall not exceed 30 inches.
2. One large tree per 30 feet of frontage is required and shall be located at least 4 feet back from the sidewalk. Trees shall be located to provide offset spacing from street trees. DL-2 trees may be counted toward meeting the interior parking lot landscaping requirement as specified in DL-6. DL-2 tree species shall be as specified in Table 3.4-430D.5.a.
3. Landscaping shall be in planters at grade.
4. Shrubs shall be properly maintained to perform the evergreen screening function (at least 42 inches high) as long as the use continues. The City will require replacement with new shrubs if and when the screen ceases to serve the required function.

iii. **DL-3.** The DL-3 standard is a landscape treatment that enhances the downtown streetscape by establishing a combination of structural and vegetative screening between pedestrian and vehicular areas. In this option, a decorative sight-obscuring masonry wall and 4-foot wide planter are required to provide the screening and separation requirement between the Public Sidewalk Zone and the parking lot.

Paved pedestrian access paths 4 feet wide or less and oriented perpendicular to the public sidewalk may be incorporated into the landscaping.

1. The wall height shall be a minimum of 42 inches, and reduced where necessary to comply with the vision clearance standards specified in Section 4.2-130. The wall shall be constructed along the parking lot (inner) edge of the planter.
 2. Decorative walls shall be constructed of cast and finished concrete, textured concrete masonry units, brick, or similar quality material to match the building façade design, materials and color scheme of the development area. A cap is required for unit masonry walls.
 3. Installation and maintenance of living plant materials shall be provided to cover the required landscape area between the Public Sidewalk Zone and the wall within 2 years of planting. Plants must be hardy shrub or ground cover plants with a mature height less than 30 inches in the area within 2 feet of the sidewalk to maintain visual clearance. One large tree per 30 feet of frontage is required and shall be located at least 2 feet back from the sidewalk. DL-3 tree species shall be as specified in Table 3.4-430D.5.a. Trees shall be placed to provide offset spacing from street trees. DL-3 trees may be counted toward meeting the interior parking lot landscaping requirement as specified in DL-6. Landscaping shall be in planters at grade.
 4. The Director may approve a reduction in the width of a DL-3 landscape planter to 3 feet when the interior parking lot landscaping is designed to include the required DL-3 trees between parked cars and the inside face of the wall (parking lot side).
- iv. DL-4.** The DL-4 standard is a landscape treatment that enhances the downtown streetscape by establishing an evergreen vegetation buffer along street-facing frontages to mitigate the scale, visual and auditory impacts of a parking structure with exposed parking decks at or above the street level.

1. Installation and maintenance of living plant materials shall be provided to cover the required landscape area between the Public Sidewalk Zone and the wall within 4 years of planting to reduce the visual impact of the parking structure façade. A continuous screen comprised of large trees, shrubs, vines and ground cover plants (predominantly evergreen species) is required. Plants shall have with a mature height less than 30 inches in the area within 2 feet of the sidewalk to maintain visual clearance. Trees shall be located at least 5 feet back from the sidewalk.
2. Landscaping shall be in planters at grade or in planters architecturally integrated into the façade structure.
3. The Director may approve a reduction in the width the width of a DL-4 landscape planter to be reduced if the structure is designed to provide an alternate landscaping technology employing vegetation to reduce the visual impact of the parking structure façade by screening exposed parking decks at and above the street level (e.g. living green wall systems and vertical landscaping).

Figure 3.4-435F.3.a.iv. Example of DL-4 standard



b. Landscape Setback Standards. Landscaping designed to the following standards shall be provided in setbacks as specified in Section 3.4-435A.8.

- i. **DL-5.** The DL-5 standard is a landscape treatment that provides buffering and screening between mixed-use development and abutting residential properties. DL-5 requires installation of a sight-obscuring fence and trees along the side yard and rear yard lot lines.

1. Fence materials shall be masonry, weather-resistant wood or composite products, designed to match the building color scheme of the development area. Fence height shall be 6 feet, reduced to 3 feet where located abutting the front yard setback of the residential lot. 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. Fences shall comply with vision clearance standards.
 2. 1 large tree per 30 linear feet is required as measured along the side or rear yard property line. The required trees may be installed in the setback area in any arrangement and do not need to be linear in design.
- ii. **DL-6.** The DL-6 standard is a landscape treatment that applies within surface parking areas with more than 8 parking spaces to provide shading and stormwater management.
1. Stormwater shall be managed as required by this Code and the EDSPM. Vegetated stormwater facilities may be incorporated into required landscape areas and may be counted in the DL-6 calculation. Vegetation within stormwater facilities shall be as specified in the EDSPM.

Example of stormwater planter with wetland vegetation (illustrative only)



2. A minimum of 1 large tree per 8 parking spaces is required. Trees shall be spaced to provide an average of 30 feet between trees to promote a canopy effect. Trees used to meet Landscape Frontage Option DL-2 or DL-3 as specified in Subsection 3.4-435A.1 or required Landscape

Setback Standard DL-5 and located within 30 feet of a parking space may be counted in the DL-6 calculation.

3. At least 5 percent of the interior of a new parking lot with more than 16 spaces shall be landscape areas. In addition to the required trees, installation and maintenance of living plant materials shall cover the landscape area within 2 years of planting with hardy shrub or ground cover plant species with a mature height of 30 to 48 inches. Landscaping shall be in planters at grade. Turf may not be substituted for shrubs and ground cover.

Figure 3.4-435F.3.a.vi. Examples of DL-6 Standard



4. General Landscaping Standards. The following standards apply to all landscaping in the DMU Plan District.
 - a. Plant Selection. Landscape materials shall be selected and sited to produce a hardy and drought-resistant landscape area suitable for the South Willamette Valley region and tolerant of urban downtown conditions. Plant selection shall be approved during the land use review process. Plant selection shall include consideration of the soil type and depth; drainage; the amount of maintenance required; size and spacing to meet the required landscape function; exposure to the sun and wind; the slope and contours of the site; and, where applicable, compatibility with existing native vegetation.
 - i. Trees. At the time of planting, deciduous trees shall be a minimum 2 inches in caliper and permitted conifer trees shall be fully branched, between 4-6 feet in height. To address the long-term health of the urban forest, the Landscape Plan shall provide species diversity. If there are more than 8 required trees, no more than 40 percent of

them shall be of one species. If there are more than 24 required trees, no more than 25 percent of them can be of one species. This standard does not apply to existing trees that are counted towards meeting the total number of trees required. The size categories of trees are defined by their mature height and spread as follows:

(a) Large trees are those trees over 40 feet tall with a canopy spread more than 30 feet wide at maturity;

(b) Small trees are those trees less than 40 feet tall with a canopy spread less than 30 feet wide at maturity.

- ii. Shrubs. If there are more than 25 required shrubs, no more than 75 percent of them shall be of one species.
- iii. Ground cover shall consist of hardy shrubs, woody or herbaceous perennials, or ornamental grasses. Lawn or turf may not be substituted for shrubs and ground cover required by this Subsection.

b. Installation and Maintenance.

- i. All required landscaping shall be in-ground or in permanent raised planters.
- ii. All required landscaping shall be irrigated by a permanent irrigation system with an automatic controller. The Site Plan shall provide the landscape plan and irrigation system specifications, including all required plumbing and electrical components.
- iii. All landscaping shall be installed according to accepted planting procedures:
 - (a)** All plant materials shall conform in size and quality grade to the American Standard for Nursery Stock, current edition; and
 - (b)** All plant material shall be installed according specifications prepared by a landscape architect or certified landscape professional based on the site, context, soil type, exposure, maintenance plan and this Section.
- iv. Topsoil removed during construction shall be replaced with the planting soil specified in the Landscape Plan.
- v. Plant materials shall be properly supported to ensure survival. Support devices, including guy wires or stakes, shall not interfere with

vehicle or pedestrian movement and shall be left in place until the plant materials can safely support themselves.

- vi.** All required landscaping shall be installed prior to the issuance of an Occupancy Permit. Alternatively, if the landscaping standards of this Subsection cannot be met, other arrangements shall be made and approved as specified in Section 5.17-150.
- vii.** Plant materials, soil preparation and irrigation systems may be inspected prior to or in conjunction with the occupancy inspection to verify that landscaping conforms to the approved Site Plan and the requirements of this Code. Nursery tags identifying variety and species shall remain on plant specimens until the Final Occupancy Inspection. Species or size substitutions are not permitted in the field.
- viii.** The Director may require a site inspection to determine if the height and coverage of required landscaping has been established as required by the applicable 2-4 year maturity time line.
- ix.** All landscaping shall be maintained by the property owner as required by this Code. Unless otherwise provided by the lease agreement, the owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping, which shall be:
 - (a)** Maintained in good condition to present a healthy, neat and orderly appearance and to provide/maintain the required function.
 - (b)** Replaced or repaired as necessary; and
 - (c)** Kept free from refuse and debris.
- c.** Development within the Willamette Greenway Overlay District or adjacent to a Natural Resource or Riparian Area protected by this Code setback shall comply with the riparian/wetland protection setbacks and standards specified in Sections 4.3-115 and 4.3-117 and the EDSPM.
- d.** Protection of Existing Vegetation. Existing site vegetation may be used to meet the landscape standards if protected and maintained during the construction phase of the development as specified in the EDSPM. Any necessary tree felling shall comply with Section 5.19-100.
- e.** Minimum Standards. The landscaping standards in this Subsection shall be minimums; higher standards can be substituted, provided that the vegetation

or structural screening height specifications are met. Crime prevention should be considered when exceeding the landscaping standards because the height and density of vegetation may become a safety and/or visibility issue.

- f. Container Gardens. The use of potted plants and flowers is encouraged. Planters located within the Public Sidewalk Zone require City approval.

Screening Commentary: *The proposed code addresses screening of utilities and services consistent with the downtown streetscape context, and provides more clarity regarding locating and concealing different types of facilities consistent with size/visual impact.*

It is common practice, in the development of contemporary multi-story buildings, to locate necessary building functions, including, but not limited to, heating, ventilation, and air conditioning (HVAC) systems; roof penetrations, such as plumbing and exhaust vents; elevator penthouses; and air conditioner units on the tops of buildings.

- 5. Screening of Building Utilities and Services. Site design standards are established to reduce the visual impact of building services and utilities on the public streetscape and improve the appearance of the downtown.

- a. Utility lines shall be placed underground as specified in Section 4.3-125.

- b. Building utilities and service areas shall be concealed from the street, regardless of architectural or landscape treatment. Utility equipment and similar building services shall not be located between a building façade and street or open space, or within the Public Sidewalk Zone right-of-way.

- c. Any utility equipment mounted above ground, including, but not limited to transformers, mechanical units such as condensers and generators, switch gear, backflow preventers, utility pads, cable television, telephone pedestals and similar building services must be accessible to the utility provider as required by the provider and shall be located:

- i. within buildings; or

- ii. behind walls that blend with the proposed building design and completely shield the equipment from view; or

- iii. screened with evergreen landscaping tall and dense enough to completely screen the equipment at the time of the equipment installation.

- d. Noise-generating utility equipment shall be buffered so that noise does not typically exceed 50 decibels as measured at the property line of a residential zone. The City may require a noise study certified by a licensed acoustical engineer.

e. Small-scale utilities and services (individual meters, telephone and communication pedestals, HVAC condensing units, and similar items) shall be mounted on or in front of a new street-facing building façade only when integrated into the building architecture or landscape design in manner that reduces the visual impact:

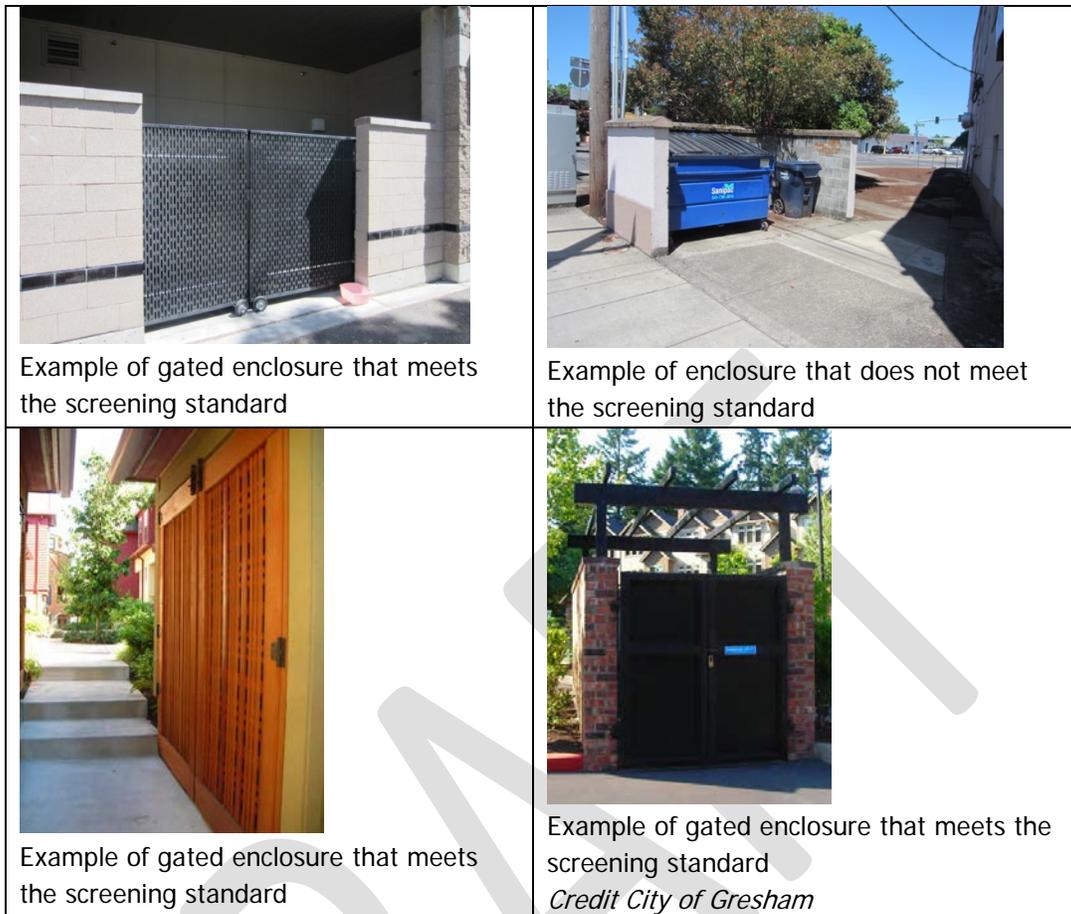
- i. The utility is located within a landscape area comprised of hardy evergreen shrubs and ground cover plant species with a growth form equivalent to the height of the utility and spaced to provide a continuous sight-obscuring screen. Landscaping is installed and maintained as specified in Subsection 3.4-435F.4.b.
- ii. A decorative panel, trellis, screen or conceals the utility while providing access to the utility provider as required by the provider.
- iii. Another technique provides an equivalent level of screening to i. and ii.

f. All rooftop equipment shall be concealed behind parapets or other structures designed into the building by means such as:

- i. Roof vent(s) designed into the building structure;
- ii. Raising the parapet on all sides of the building to be as high as the highest mechanical unit or vent on the roof;
- iii. Providing a secondary roof screening system designed to be as high as the highest mechanical unit or vent on the roof. Secondary roof screening systems shall be enclosed groups of units rather than a box around each unit, incorporated into the design of the building, and constructed with materials that are compatible with those of the building.
- iv. The equipment is set back from roof edges 3 feet for each foot of equipment height.

g. Loading, refuse and recycling storage areas shall be located as specified in Section 3.4-435C.2.

Figure 3.4-435F.5.g. Screening of refuse and recycling storage areas



Lighting Commentary. *The proposed DMU Streetscape Design Standards in Subsection 3.4-430 and the following Subsection require development to provide the following types of lighting:*

- decorative street lighting along the street frontage;*
- façade lighting;*
- lighting along alley facades;*
- lighting at building entrances;*
- site lighting in parking lots and pedestrian paths.*

Well-lit windows create a warm glow along the sidewalk that encourages window shopping, enlivens the streetscape, increases a store’s performance, and contributes to the overall vitality of the district. Appropriate and effective interior lighting is the single most important factor for enhancing the overall appeal of retailers and restaurants to reinforces the district’s unique niche. (Gibbs, Principles of Urban Retail, 2012, p. 91, 121). The City’s Development Code does not address interior lighting of buildings, thus it is up to property or business owners, downtown business groups and organizations to encourage interior store lighting.

6. DMU Lighting Standards. Lighting of buildings, pedestrian and vehicular areas is required as specified in following standards to create an inviting and attractive Downtown business district, to promote safety, and to minimize glare.

- a. Illumination levels shall be consistent with the Illuminating Engineering Society of North America Recommended Practices current edition.
- b. Exterior lighting of building entrances is required. Main entries shall be lighted to a minimum level of 32.5 lumens/square meter. Light sources shall be 3 to 12 feet above finished grade and equipped with cut-off fixtures to minimize glare. Wall-mounted fixtures shall be equipped with cut-off optics to minimize glare. Use of industrial “wallpack” type light fixtures is not permitted.
- c. Façade lighting is required along Active Use Streets to illuminate façades and storefronts, entrances, and signage, to enhance the aesthetic appeal of the buildings in Downtown Springfield and contribute to public safety. At least two exterior fixtures per 25 feet of building façade located on an Active Use Street are required. Façade lighting may include gooseneck or similar fixtures employed to illuminate signs. Internally illuminated signs do not count as required façade lighting. Lighting shall:
 - i. Highlight building elements, signs, or other distinctive features;
 - ii. Be shielded or directed downward to the sidewalk or toward building facades; and
 - iii. Be composed of sturdy, weather-resistant materials.

Figure 3.4-435F.6. Examples of facade lighting



- d. Alley lighting is required as specified in Subsection 3.4-435C.2.f.
- e. On-site internal sidewalks and building entries shall be lighted to a minimum of 2 foot-candles.
- f. Parking lot lighting shall be provided for safety purposes, and focused/shielded to avoid glare on adjacent properties or dwellings as specified in Section 4.5-100.

g. Site lighting:

- i.** Is distinct from public street lights described in Subsection 3.4-430D because it is intended to light private property rather than public streets.
 - ii.** Shall be designed to enhance safety and a sense of security environment for pedestrians and bicyclists during hours of darkness and reduce or prevent light pollution by minimizing glare;
 - iii.** Must be shielded or recessed and directed downward and away from abutting properties, public streets, and riparian areas, wetlands and other protected areas identified in this Code;
 - iv.** Fixture height (freestanding or attached) shall not exceed 25 feet or the height of the permitted building or structure, whichever is less, measured as the vertical distance between the paved surface or finished grade and the bottom of the light fixture. **EXCEPTION:** Site lighting within 25 feet of an LDR property line shall be 12 feet or less in height and shielded so that light does not allow direct illumination onto adjacent LDR property or into dwelling units.
- h.** Internal lighting of parking structures shall be designed to limit the visibility of light sources from the street, as specified in Subsection 3.4-435C.6.d. and h.

G. Storage for Multi-unit Residential Development. Multi-unit development shall provide adequate, accessible and secure storage space. A minimum of 112 cubic feet of enclosed storage is required for each dwelling separate from the living unit.