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PROPOSED SPRINGFIELD DEVELOPMENT CODE (SDC) AMENDMENTS

DRAFT 12/15/17

OT, City TRT, OT, external TRT, SSB, OT, SSB, and full TRT feedback incorporated. *Engineering Design Standards and Procedures Manual (EDSPM)* additions to Lighting Standards, Medians, Sidewalks, and Multi-Use Paths added since PC 11/21/2017.

Introduction

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

Appendix I of the TSP provided an outline of sections of the Springfield Development Code (SDC) that may need to be amended to implement the TSP. The following offers for review draft language to amend portions of the SDC furthering TSP implementation. Existing language in relevant sections of the SDC is presented below with proposed new text underlined. Suggested deleted text is shown in ~~strikethrough~~ format. All text changes are highlighted in yellow. Relevant TSP policies and implementation actions applicable to proposed Code changes are cited at the beginning of each Code section, along with explanatory Staff commentary.

1. Proposed Changes to Use Tables (SDC Chapter 3)

Relevant TSP Policies/Actions:

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

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

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

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

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

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

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

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

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

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

Chapter 3 – Land Use Districts

3.2-200 Residential Zoning Districts

3.2-210 Schedule of Use Categories

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

****

3.2-300 Commercial Zoning Districts

3.2-310 Schedule of Use Categories

	Commercial Districts			
Use Categories/Uses	**NC**	**CC**	**MRC**	**GO**
Transportation Facilities (Section 4.7-240):				
Bus terminals	**N**	**S**	**S**	**N**
Dock, boat ramps and marinas	**N**	**D**	**N**	**N**

Heliports	**N**	**S**	**S**	**N**
Helistops	**N**	**S**	**S**	**N**
Linear Park	**P**	**P**	**P**	**P**

****

3.2-400 Industrial Zoning Districts

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

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

3.2-415 Schedule of Campus Industrial Use Categories

Use Categories/Uses	CI District
Primary Uses(3)	
Advertising, marketing, and public relations	**P**
Agricultural cultivation is permitted as an interim use on undeveloped land, provided that spraying, dust, odors, and other side effects of the use do not interfere with the operation of permitted uses in the CI District **(7)**	**P**
Blueprinting and photocopying	**P**
Business Parks **(2)**	**P**
Call centers that process predominantly inbound telephone calls	**P**
Computer systems design services	**P**
Corporate headquarters, regional headquarters, and administrative offices **(4)**	**P**
Data processing and related services	**P**
E (electronic)-commerce including mail order houses	**P**
Educational facilities in business parks including, but not limited to, professional, vocational and business schools; and job training and vocational rehabilitation services	**P**
Graphic art services	**P**
High Impact Public Facilities **(10)**	**P**
Internet and web site and web search portal (includes services and technical support center)	**P**
Laboratories, including medical, dental and x-ray	**P**
Large- and medium-scale research and development complexes **(6)**	**P**

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

****

3.2-600 Mixed-Use Zoning Districts

3.2-610 Schedule of Use Categories

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

****

3.2-700 Public Land and Open Space Zoning District

3.2-710 Schedule of Use Categories

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

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

****

3.2-800 Quarry and Mining Operations Zoning District

3.2-810 Schedule of Use Categories

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

****

3.3-800 Urbanizable Fringe Overlay District

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

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

High Impact Facilities (Section 4.7-160)	**S***	**S***	**S***
Low Impact Facilities	**P**	**P**	**P**
Temporary sales/display of produce, the majority of which is grown on the premises (Section 4.8-125)	**P**	**P**	**P**
Tree felling (Section 5.19-100)	**P**	**P**	**P**
R.V. parks and campgrounds (Section 4.7-220D.)	**S***	**N**	**N**
RV parks and campgrounds that do not require urban services (Section 4.7-220D.)	**N**	**D***	**D***
Expansion of non-conforming uses existing on the effective date of Lane County's application (on either the /ICU or I/U District to the property (Section 3.3-825F.)	**N**	**D***	**D***
Expansion or replacement of lawful uses permitted in the underlying commercial or industrial district (Section 3.3-825F.)	**N**	**P***	**P***
Expansion or replacement of lawful Discretionary Uses in the underlying zoning district (Section 3.3-825F.)	**N**	**D***	**D***
New Permitted and Specific Development Standards in the underlying zoning district within existing structures (Section 3.3-825F.)	**N**	**P***	**P***
Manufactured home (night watch person) or manufactured unit (office) in an industrial district (Sections 4.7-185 and 4.7-170)	**N**	**N**	**S***
Certain Wireless Telecommunications Systems Facilities	**See Section 4.3-145**	**See Section 4.3-145**	**See Section 4.3-145**
Linear Park	**P**	**P**	**P**

****

3.4-300 Booth-Kelly Mixed-Use Plan District

3.4-320 Schedule of Use Categories

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

****

2. Proposed Changes to Development Standards (SDC Chapter 4)

Relevant TSP Policies/Actions:

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

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

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

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

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

- *Action 1: Require bike lanes and/or adjacent paths along new and reconstructed arterial and major collector streets.*
- *Action 4: Require bike lanes and paths to connect new development with nearby neighborhood activity centers and major destinations. Connectivity should include connecting bike facilities to each other as well as to major destinations.*
- *Action 7: Design bike transportation routes that separate bicycle traffic from large volumes of fast-moving automobile traffic.*

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

- *Action 1: Conduct a comprehensive review and update of Springfield street standards, and develop code to address transportation system deficiencies, adopted goals, and policies.*
- *Action 2: Consider effects of stormwater runoff in street design and reduce runoff through environmentally sensitive street designs for new and reconstructed streets.*
- *Action 3: Incorporate traffic calming measures into street designs and standards where appropriate, considering the needs of emergency services vehicles. Traffic calming measures should reduce vehicular speeds and bypass traffic while encouraging safe bicycle and pedestrian travel.*
- *Action 4: Integrate pedestrian amenities into street designs that create pedestrian refuges and allow safe and continuous pedestrian travel.*

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

- *Action 1: Design new streets to provide a connected grid network, including alleyways, when technically feasible.*
- *Action 2: Construct sidewalks or other suitable pedestrian facilities along local streets and along urban area arterial and collector roadways, except freeways. …*

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

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

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

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

Chapter 4 – Development Standards

4.1-105 Purpose

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

4.1-110 Applicable Documents

A. Planning references for public and private improvements. This Section ensures that public and private improvements within the city limits and the City's urbanizable area are installed ~~and~~ to implement plan policies by providing logical and efficient connected systems serving all lots/parcels, buildings or structures as specified in applicable ~~Metro Plan~~ comprehensive plan policies, including the Transportation System Plan~~,~~ and ~~Auxiliary Map #1, TransPlan,~~other functional plans~~,~~; the Conceptual ~~Local~~ Street Map~~,~~; applicable Refinement Plans, Plan Districts, ~~and~~ City-adopted Master Plans~~,~~ the Willamalane Park and Recreation Comprehensive Plan~~,; and Conceptual Development Plans;~~ this Code~~,~~ and any other applicable regulations.

B. Construction and design references for public improvements under City jurisdiction. Specifications for the design, construction, reconstruction or repair of streets, alleys, sidewalks, multi-use paths, bikeways, bus turnouts, accessways, curbs, gutters, street lights, traffic signals, street signs, sanitary sewers, stormwater management systems, street trees and planter strips within the public right-of-way, medians, round-abouts and other public improvements within the city limits and the City's urbanizable area are as specified in this Code, the Springfield Municipal Code, ~~1997,~~ the Stormwater Management Plan, the City's Engineering Design Standards and Procedures Manual, and the Public Works Standard Construction Specifications. The ~~Public Works~~ Director retains the right to modify the cited references on a case-by-case basis without the need of a Variance when existing conditions make their strict application impractical.

C. Construction and design references for other public agency improvements. Each public agency, including but not limited to, the provider of water, electricity, parks and public transit service that have specific construction standards shall submit correspondence during the Development Review process that addresses their construction requirements.

D. Construction design references for private improvements.

1. Specifications for private street improvements within the city limits and the City's urbanizable area shall be approved by the Public Works Director as specified in Section 4.2-110 and the City's *Engineering Design Standards and Procedures Manual* and any other applicable regulations.

2. Other private improvements within the city limits and the City's urbanizable area are as specified in this Code and/or approved by the Building Official.

E. Americans with Disabilities Act. All applicable public and private improvements shall meet current applicable standards of the Americans with Disabilities Act.

****

Staff Commentary: As part of updating street design standards per TSP Policy 3.3, Action1, revisions are proposed to SDC 4.2-105C., Table 4.2-1. Existing Code makes no reference to certain street or intersection typologies (i.e., multi-way boulevard and roundabout, respectively), which have unique right-of-way and design needs. The proposed Code language allows for engineering standards for roundabouts and multi-way boulevards to be applied in a site-specific manner, rather than "one size fits all" specific numerical standards for minimum right-of-way and street widths in Table 4.2-1. The revision to minimum curb-to-curb width for local streets allows for possible modification of certain standards (i.e., right-of-way width for on-street parking, setback sidewalks, park strip width, etc.) to allow for more efficient use of land, provide more land for housing needs, and greater ability to meet the City's standards for density, frontage and lot requirements. There are several examples in the City currently that have a 28'-wide curb-to-curb width (i.e. E St east of 58th St). Some streets, such as N St north of Centennial between 13th and Mohawk and Ethan Ct are even narrower at 25 ft wide. The proposed change legitimizes this as a minimum standard, while still accommodating pedestrian movement as called for in the above TSP policies. Some housekeeping text amendments are also included among the changes proposed below.

The proposed revision to SDC 4.2-105G. establishes that bonding or other financial surety is a specific requirement prior to issuance of occupancy permits or final plat approval when improvements are required by a development agreement but may not be constructed prior to final plat approval or occupancy. This requirement ensures that required public improvements are completed while providing some developer flexibility for timing/phasing of improvements. The Fairfield Inn & Suites currently under construction in Glenwood is an example of how SDC 4.2-105G may be applied. The hotel is the second of

three proposed buildings on the development site. As part of this second phase, the developer proposed to construct parking that would eventually serve the third hotel. A bond was required to allow this parking lot development to occur at this early stage of development, to ensure that necessary improvements to screen the parking lot can be constructed if the third hotel is not eventually constructed on site.

Since roundabouts may be applied as a traffic control device in certain instances – rather than a stop sign or traffic signal – changes to SDC 4.2-105I. are proposed below to update street standards. Language below in a new subsection SDC 4.2-105L. allows the Director to require traffic calming measures, consistent to implement TSP Policy 3.3, Action 3. Other changes included below are housekeeping measures, or revisions to align with language used in the TSP (e.g., "Conceptual Street Map" will be used in all references).

Section H. Medians has been added. It was located in the *Engineering Design Specifications and Procedures Manual*, but should also be located in the Development Code and adopted by ordinance.

4.2-100 Infrastructure Standards – Transportation

4.2-105 Public Streets

A. General Provisions.

1. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, and to the planned use of land to be served by the streets. The street system shall assure efficient traffic circulation that is convenient and safe. Grades, tangents, curves and intersection angles shall be appropriate for the traffic to be carried, considering the terrain. Street location and design shall consider solar access to building sites as may be required to comply with the need for utility locations, and the preservation of natural and historic inventoried resources. Streets shall ordinarily conform to alignments depicted in the Springfield Transportation System Plan ~~TransPlan~~, the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts, Master Plans, ~~Conceptual Development Plans,~~ or the Conceptual ~~Local~~ Street Map. The arrangement of public streets shall provide for the continuation or appropriate ~~projection~~extension of existing streets in the surrounding area, unless topographical or other conditions make continuance or conformance to existing street alignments impractical, subject to the requirements of this subsection.

a. ~~The following street connection standards shall be used in evaluating street alignment proposals not shown in or different from an adopted plan or that are different from the Conceptual Local Street Map:~~The location of local streets must conform with the location shown in an adopted plan or on the Conceptual Street Map, subject to the following street connectivity standards and all other applicable provisions of this code. Where the location

of a local street is not shown on an adopted plan or on the Conceptual Street Map, local streets must meet the following street connectivity standards:

i. Streets ~~shall be designed to~~must efficiently and safely accommodate all modes of travel including emergency fire and medical service vehicles.

ii. The layout of streets ~~shall~~must not create excessive travel lengths, particularly for pedestrians and cyclists.

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

iv. ~~New s~~Streets ~~shall be designed to~~must accommodate pedestrians and bicycles safely.

v. The street circulation pattern ~~shall~~must provide connections to and from activity centers for example, schools, commercial areas, parks, employment centers, and other major attractors.

vi. Street ~~design shall~~alignment must minimize impacts to waterways and wetlands, and ~~shall~~must follow slope contours where possible.

vii. Street ~~design shall~~ alignment must enhance the efficiency of the regional collector and arterial street system by providing relatively uniform volumes of traffic to provide for optimum dispersal.

viii. New connections to arterials and state highways must be consistent with any designated access management category.

~~viii. Streets identified, as future transit routes shall be designed to safely, efficiently and physically accommodate transit vehicles.~~

~~ix. Streets shall meet all design standards in this Code, the City's *Engineering Design Standards and Procedures Manual*, the Public Works Standard Construction Specifications, and the Springfield Municipal Code.~~

x. Streets ~~shall~~must provide logical and efficient extensions of the public street system to adjoining properties.

b. When existing conditions make application of the Conceptual Street Map to local streets impractical or inconsistent with accepted transportation planning or engineering principles, the location of a local street may be modified when the proposed location is consistent with the street connectivity standards in Subsection 1.a. above and other applicable provisions of this code. ~~The Director, in consultation with the Public Works Director, may modify the Conceptual Local Street Map when a proposed alignment is consistent with the street connection standards in Subsection 1.a., above or when existing conditions make application of the Conceptual Local Street Map impractical or inconsistent with accepted transportation planning principles.~~

c. Subject to the standards of this code, the location of collectors and arterials must comply with the Transportation System Plan and Conceptual Street Map.

2. All public streets and alleys shall be dedicated and improved as specified in this Code.

3. Development Approval shall not be granted where a proposed application would create unsafe traffic conditions.

4. An applicant may be required to prepare a Traffic Impact Study (TIS) to identify potential traffic impacts from proposed development and needed mitigation measures. A TIS is required if any of the following criteria are met:

a. Peak Hour Threshold. If a change in land use or intensification of an existing use generates 100 or more trips during any peak hour as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers Trip Generation Manual, a TIS shall be performed by a registered professional engineer.

b. Average Daily Traffic Threshold. If a change in land use or intensification of an existing use generates 1,000 or more trips per day as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers Trip Generation Manual, a TIS shall be performed by a registered professional engineer.

c. Variance and Known Issues Threshold. The ~~Public Works~~ Director may determine that a TIS is necessary to support a request for a Variance from the transportation provisions of this code or where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development.

d. The nature and extent of the TIS scope shall be determined by the ~~Public Works~~ Director based upon a trip distribution and assignment prepared by the Applicant. At a minimum, locations impacted by more than 20 trips during the identified peak hour shall be included in the trip distribution and assignment.

e. The Director~~, with the approval of the Public Works Director,~~ may modify TIS requirements consistent with applicable local and regional transportation system plans and the intent of this Code when existing conditions make their strict application impractical or inconsistent with accepted site planning or transportation planning principles.

B. Public s~~S~~treets shall be dedicated through the approval of a subdivision plat, or by acceptance of a deed when approved by the City for general traffic circulation, as specified in the Metro Plan or Springfield Comprehensive P~~l~~an and the ~~TransPlan~~ Springfield Transportation System Plan.

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

Table 4.2-1

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

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

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

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

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

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

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

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

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

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

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

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

D. Functional Classification of Streets. The City's street system consists of streets that are classified as Major Arterial; Minor Arterial; Major and Minor Collector; and Local, consistent with the Springfield Transportation System Plan (Figure 2) and the *Federally Designated Roadway Functional Classification* map, contained in the Regional Transportation Plan. Local Streets include all streets not classified as Arterial or Collector streets.

E. Dead-End Streets.

1. Dead-end streets ~~shall~~ must terminate in a cul-de-sac bulb, "hammerhead," or other design that provides ~~an~~ adequate vehicular turn-around areas, Public Works access, and pedestrian and bicycle connections as ~~may be~~ approved by the ~~Public Works~~ Director and the Fire Marshal.

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

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

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

F. Where necessary to ensure that adequate access will be feasible for the orderly development and/or division of adjacent land or to provide for the transportation and access needs of the City as determined by the ~~Public Works~~ Director, streets ~~shall~~must be connected or extended to the appropriate boundary of the

property proposed to be developed, partitioned or subdivided. The developer must provide at their expense required signs, markings, and ~~A City standard~~ barricades, ~~and/or signs and markings~~ as ~~may be~~ necessary to adequately warn traffic approaching the end of the street ~~shall be constructed at the developer's expense~~.

G. Additional Right-of-Way and Street Improvements

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

2. Whenever a proposed land division or development will increase traffic on the City street system and the development site has unimproved street frontage, that street frontage shall be fully improved to City specifications in accordance with the following criteria:

a. When fully improved street right-of-way abuts the property line of the subject property, street improvements shall be constructed across the entire property frontage.

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

c. Where property has frontage on unpaved street right-of-way, or where unpaved street right-of-way extends to a side property boundary, the minimum level of street improvements necessary to provide for the safe and efficient movement of vehicles and pedestrians from/to the proposed development shall be constructed.

d. Where there is multifamily residential, commercial or industrial development at the intersection of a fully improved street and an unimproved street, if access is taken from the unimproved street, the unimproved street frontage shall be improved.

EXCEPTIONS:

i. In all other cases of unimproved streets, an Improvement Agreement shall be required as a condition of Development Approval, postponing improvements until the time that a City street improvement project is initiated.

ii. In the case of siting accessory structures and other structures not occupied by humans, and changes of use which do not increase parking requirements shall not be considered development which increases traffic on the City street system; full street improvement or an Improvement Agreement shall not be required.

3. ~~In subdivisions, an~~ An approved performance bond or suitable substitute in a sufficient amount to ensure the completion of all required improvements, including the installation of sidewalks and accessways is required prior to occupancy or Final Plat approval ~~may be required~~ when necessary to ensure compliance with a development agreement.

4. Partial-width streets shall be permitted only if both of the following approval criteria are met:

a. There is inadequate right-of-way to install a full-width street improvement without changing street alignments; and

b. The partial-width street is adequate to carry anticipated traffic loads until adjacent properties are developed and the street is fully improved.

5. If the developer bears the full cost of dedicating the necessary right-of-way for and/or constructing partial-width street improvements, the developer may retain a reserve strip subject to the following terms and conditions:

a. The retention of this strip does not constitute either an express or implied agreement by the City:

i. To require an abutting property owner to take access to the street across the reserve strip;

ii. To withhold approval of development and building on abutting property unless the abutting property owner takes access to the street across the reserve strip;

iii. That it will not or cannot prohibit access from abutting properties to the street across the reserve strip.

b. Abutting property owners may purchase access rights across the reserve strip by paying to the developer a prorated share of the developer's costs of the fully improved street. The developer shall submit actual development costs to the City within 6 months following street construction. The cost of purchasing access rights across the reserve strip shall include the actual construction cost per lineal foot, plus inflation, at a rate not to exceed 5 percent per year. It shall not be the City's responsibility to record legal documents.

H. Medians

1. General.

a. A raised median physically deters vehicles from crossing or entering a median area by way of a raised curb or concrete barrier. Raised medians help avoid crashes caused by crossover traffic, reduce headlight glare distraction, prevent traffic turning left from through lanes, provide refuge for pedestrians crossing the street, and remove turning traffic from through lanes, thereby maintaining efficient and safe traffic flow. Median design and installation must follow the standards in the Manual on Uniform Traffic Control Devices and AASHTO 6th edition "A Policy on Geometric Design of Highways and Streets."

2. Raised Median Width and Size.

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

b. Elongated Median.

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

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

3. Length of a Raised Median.

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

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

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

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

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

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

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

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

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

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

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

Figure 4.2-B

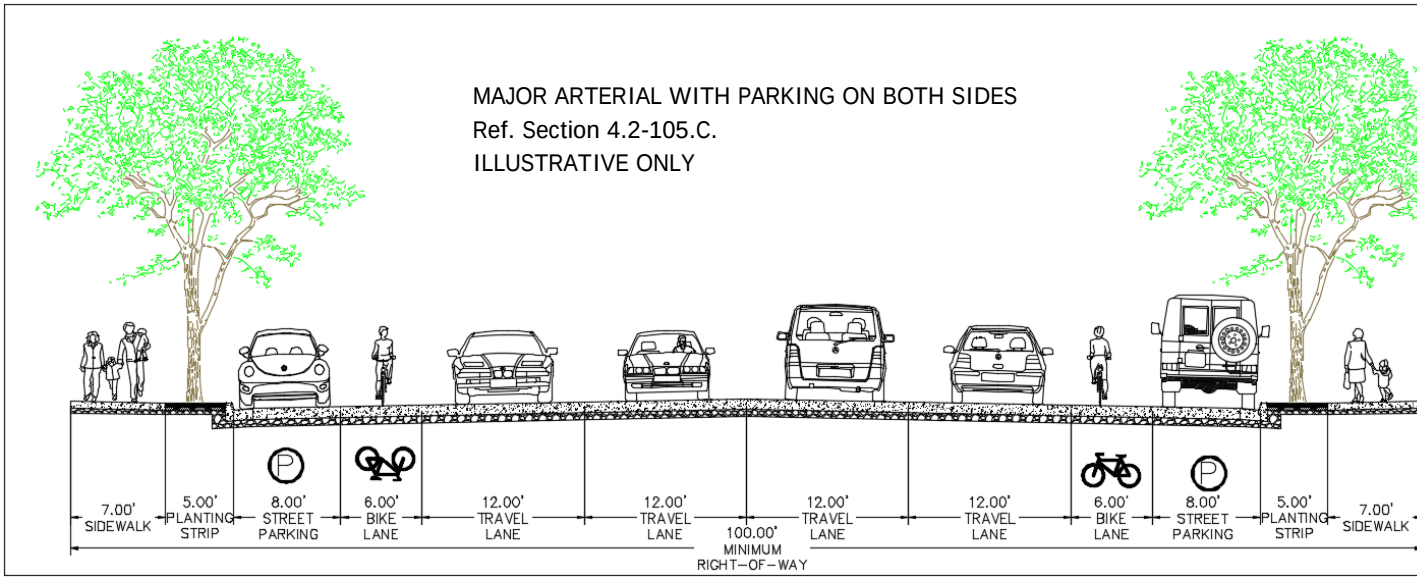
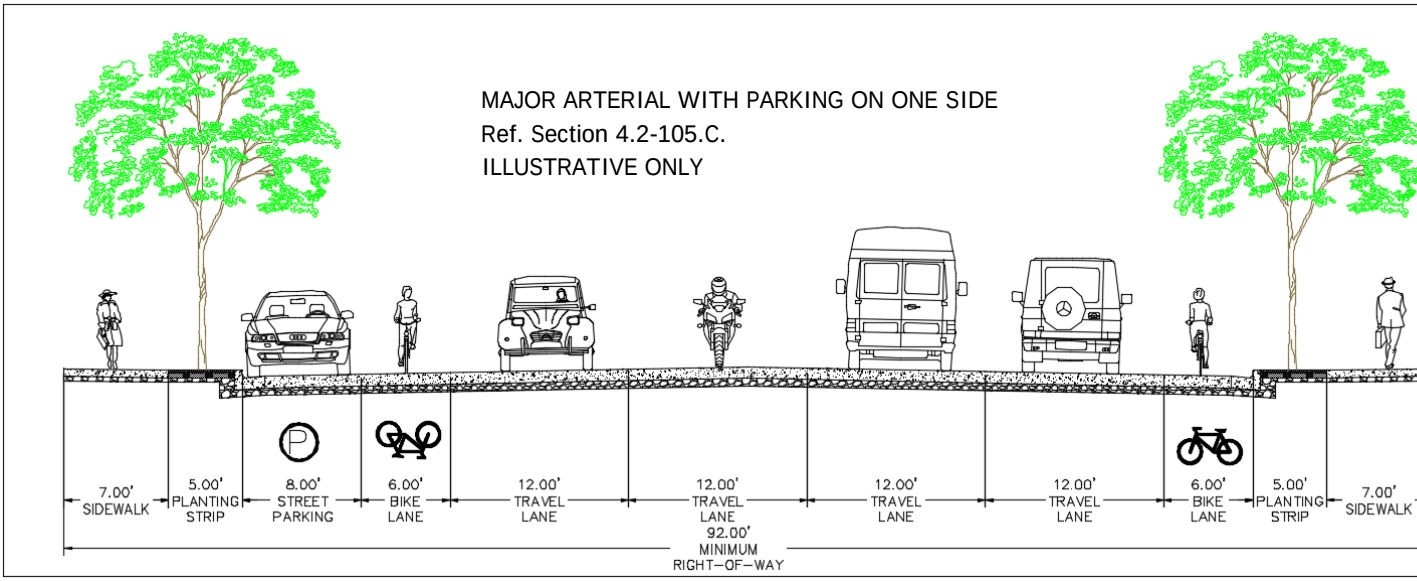


Figure 4.2-C



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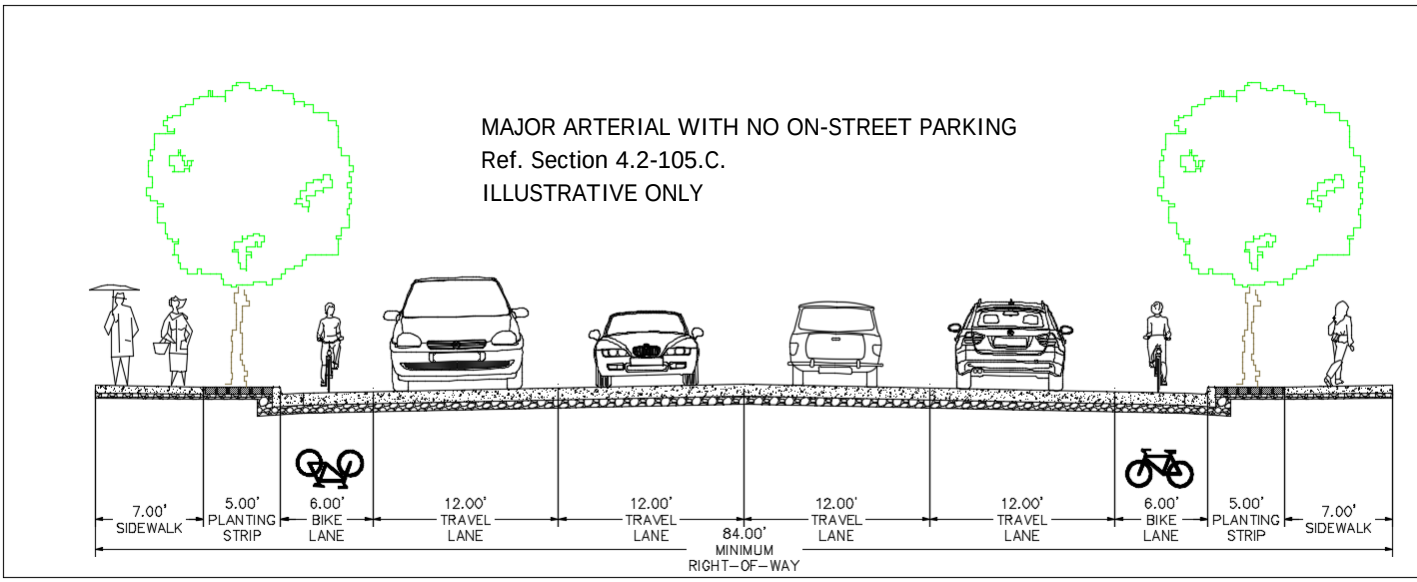

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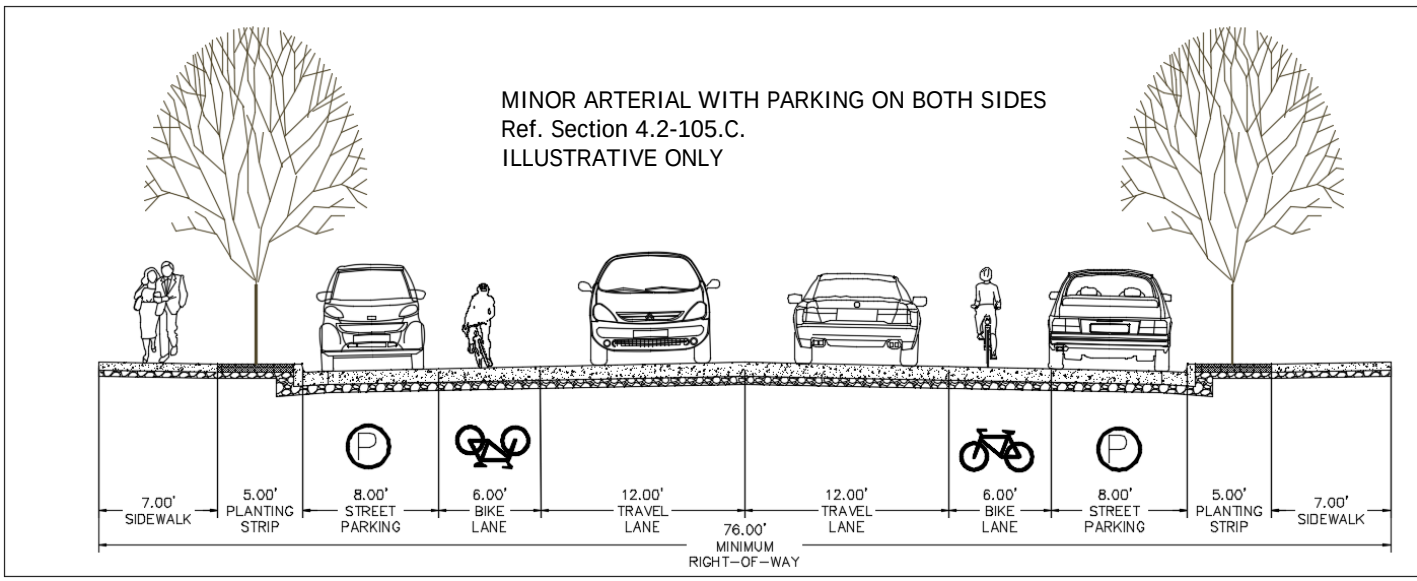

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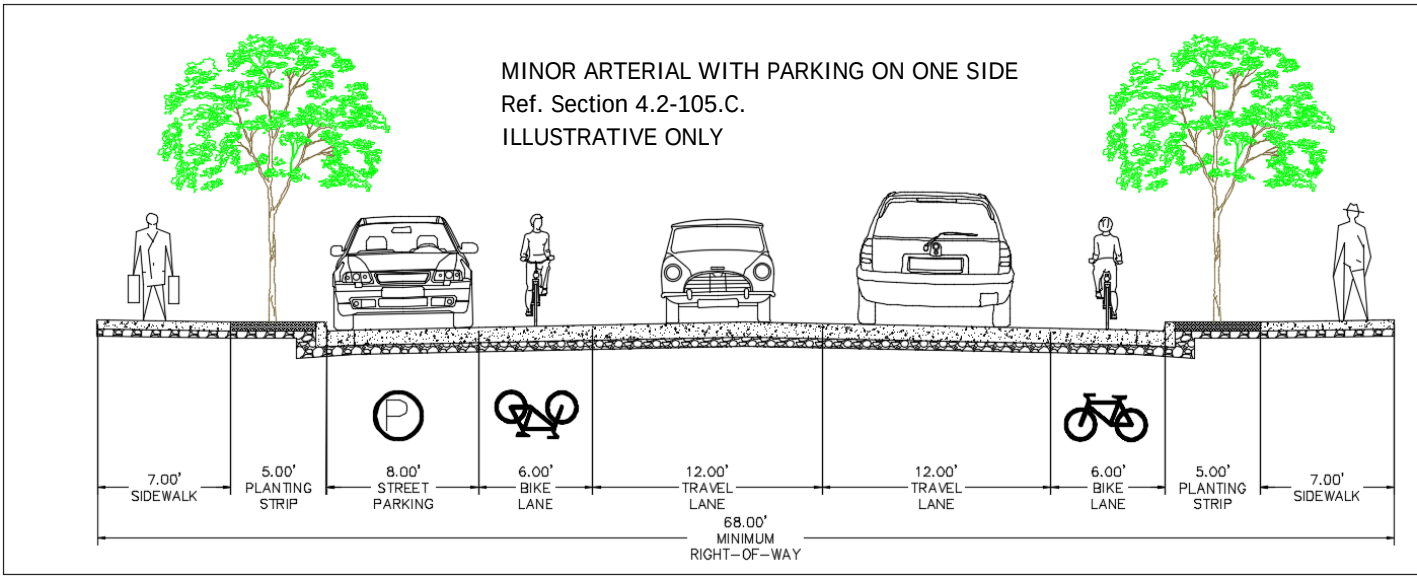

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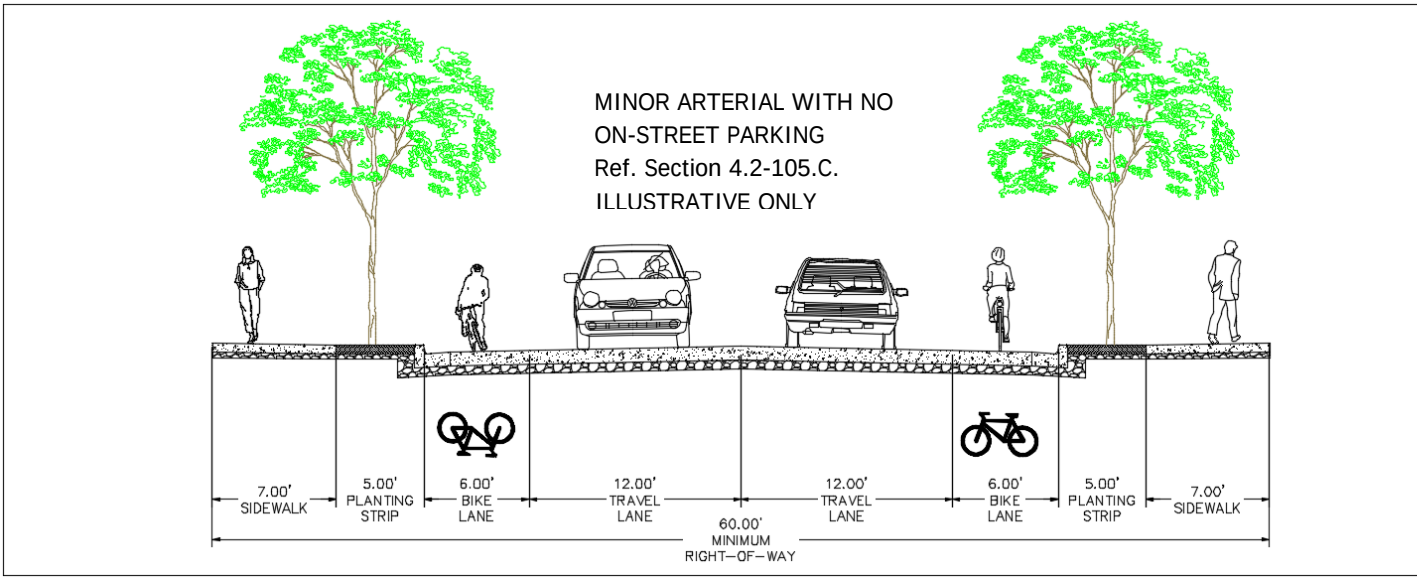

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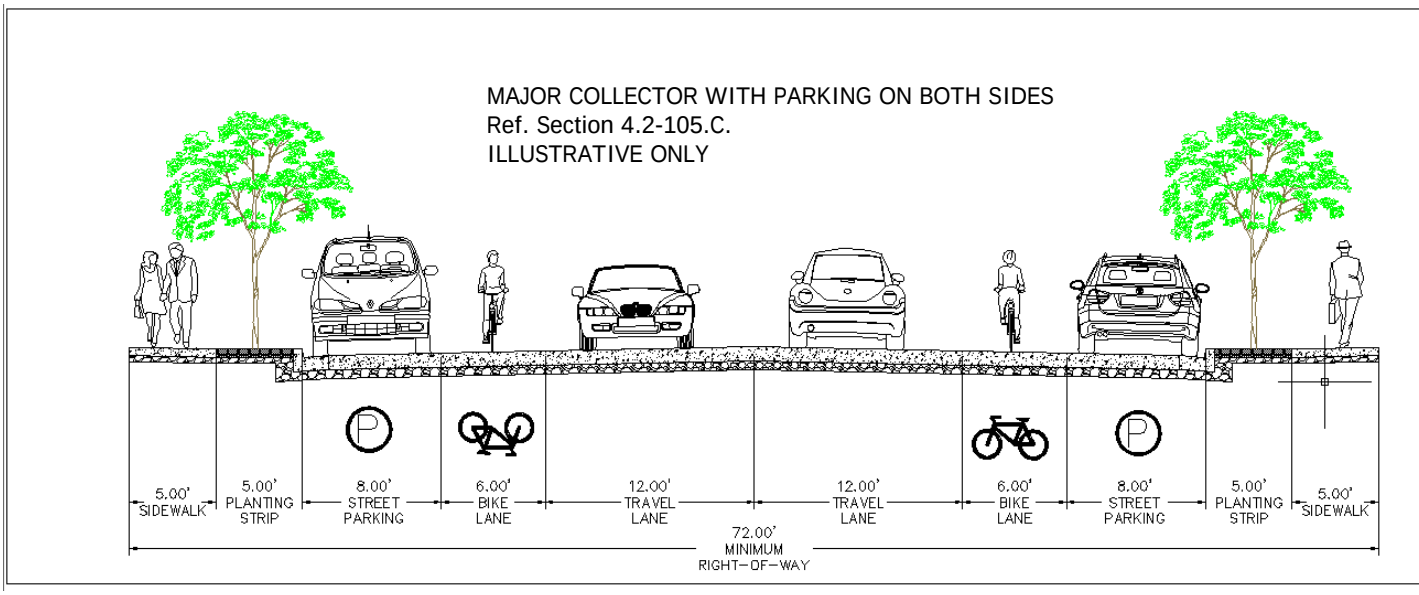

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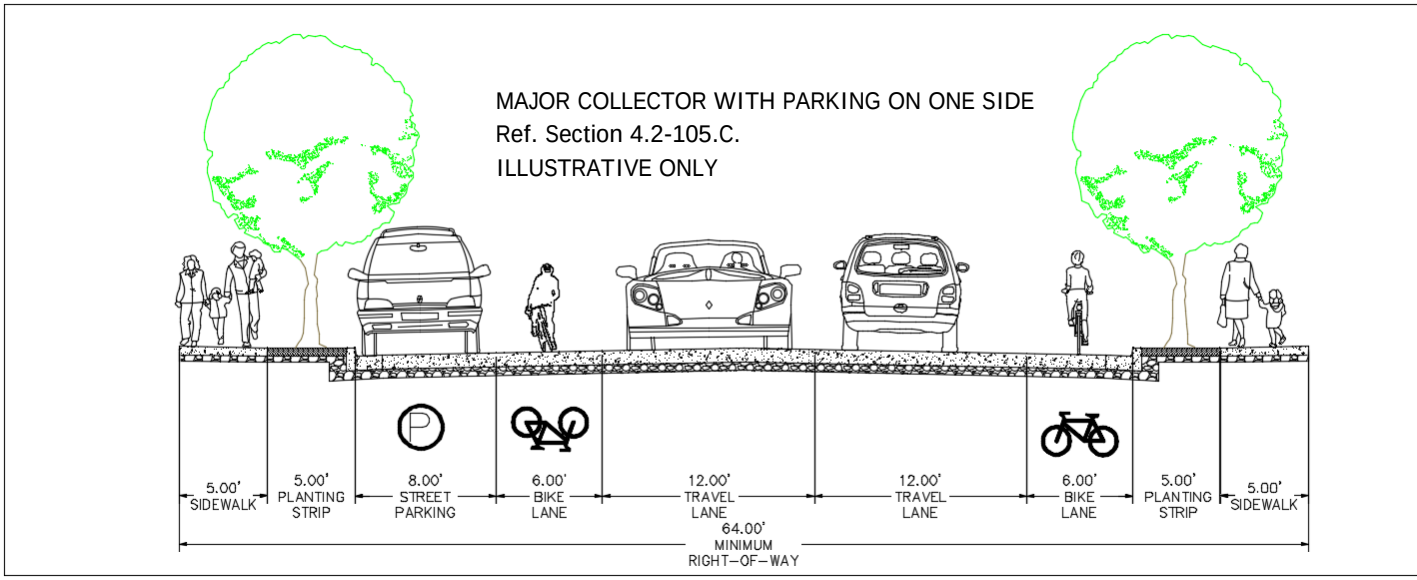

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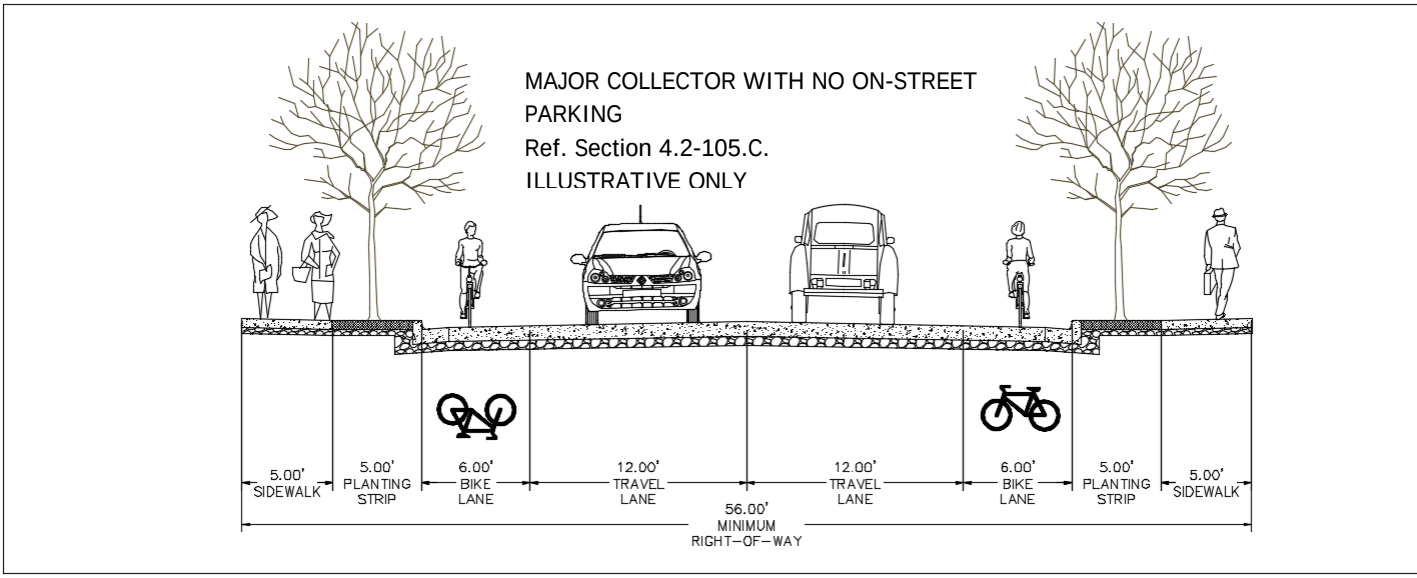


Figure 4.2-K

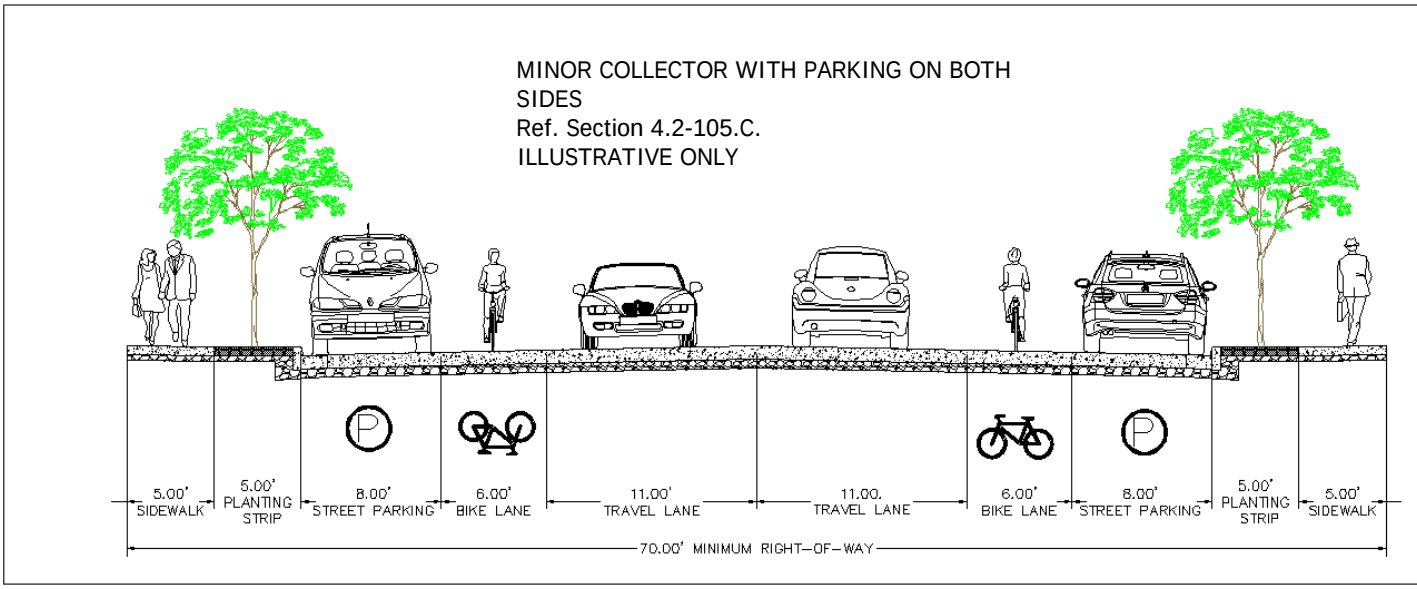


Figure 4.2-L

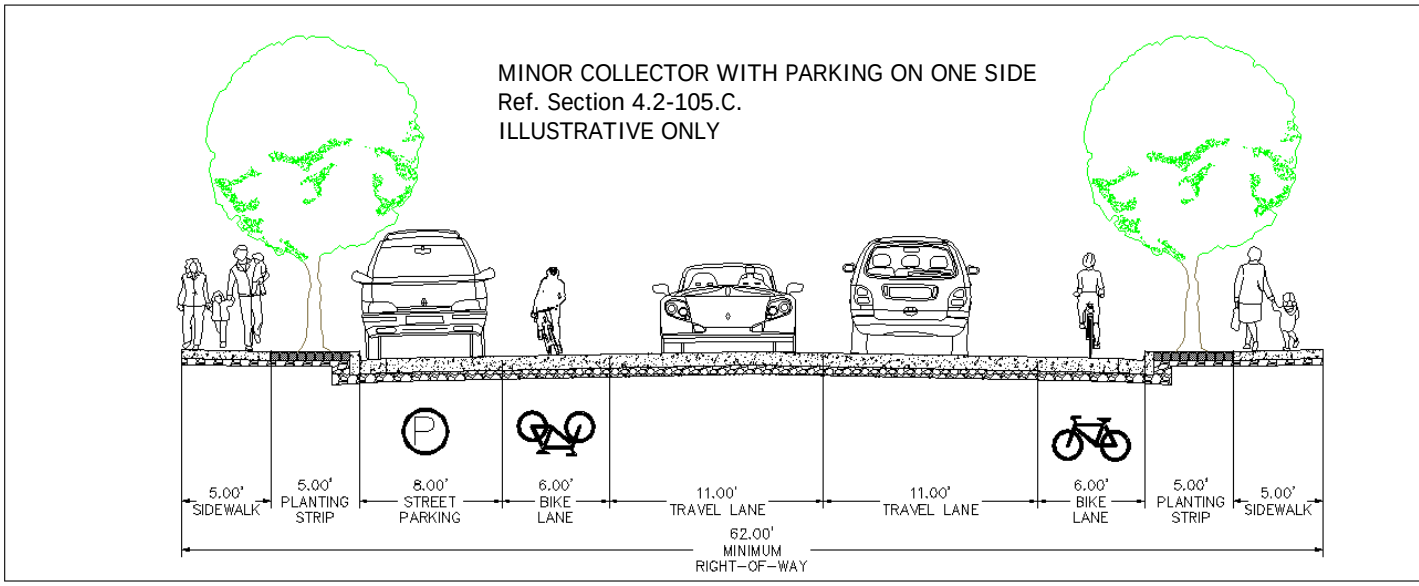


Figure 4.2-M

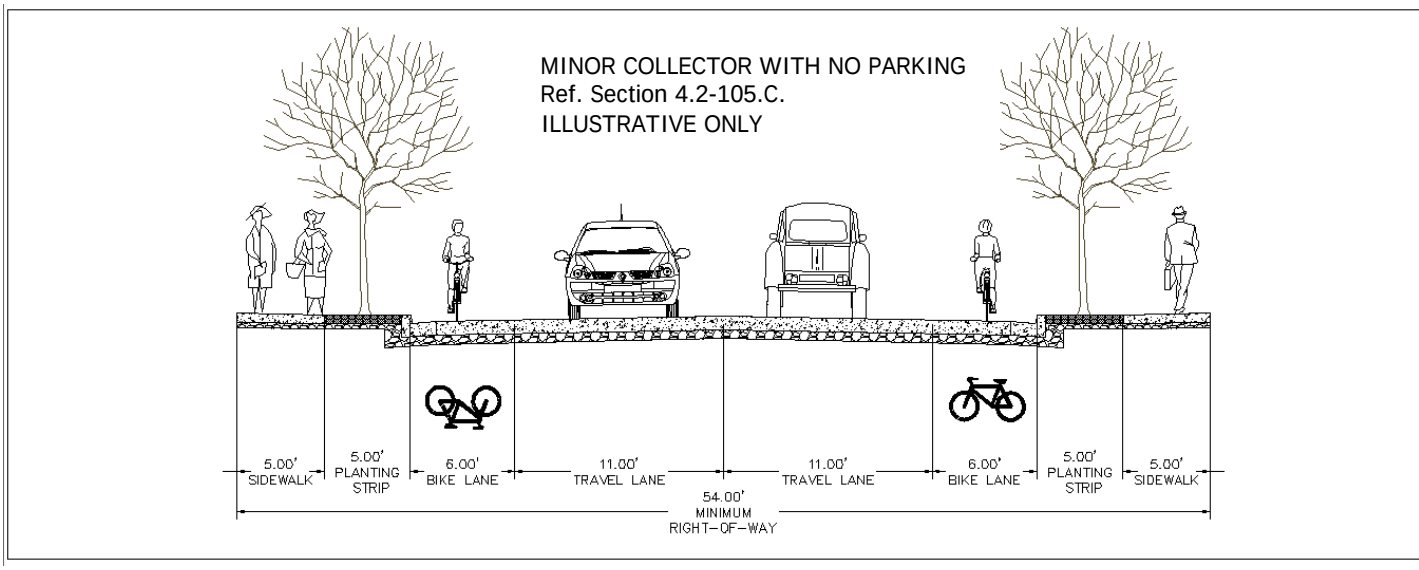


Figure 4.2-N

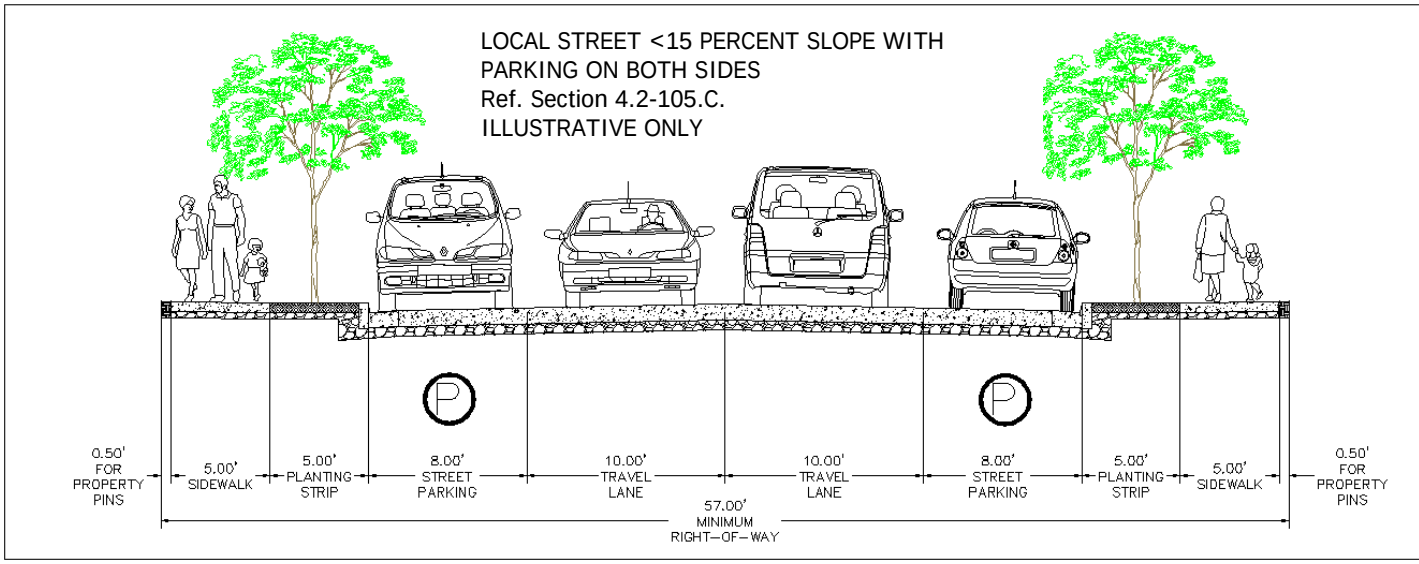
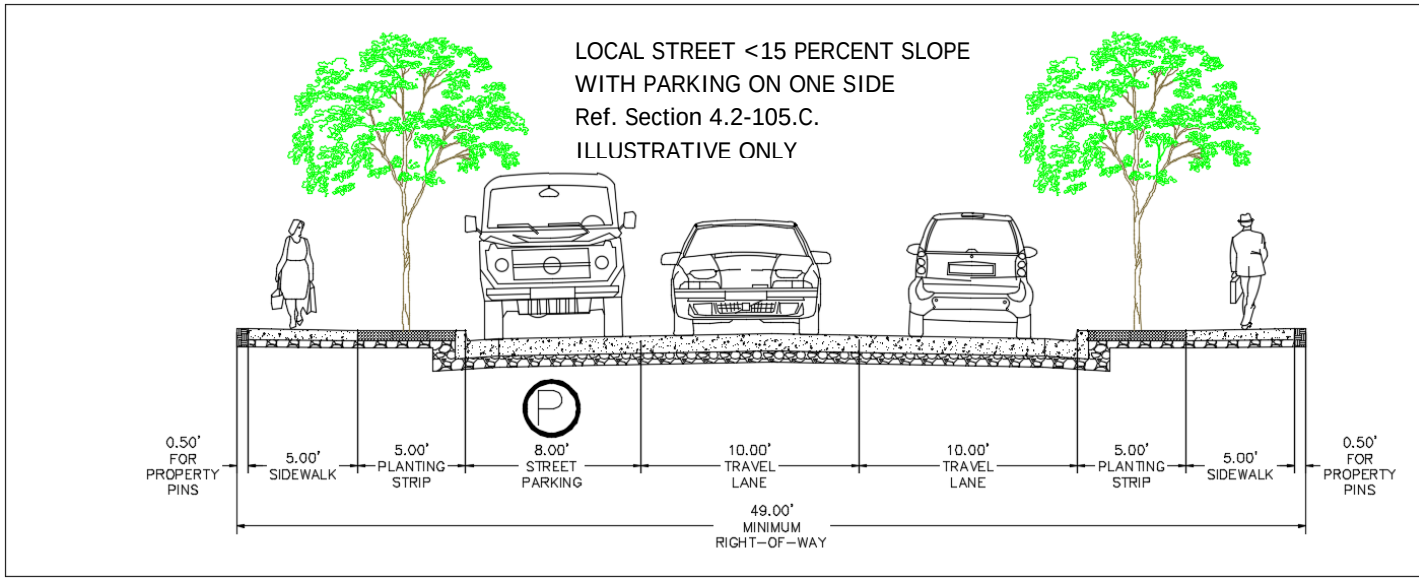


Figure 4.2-O



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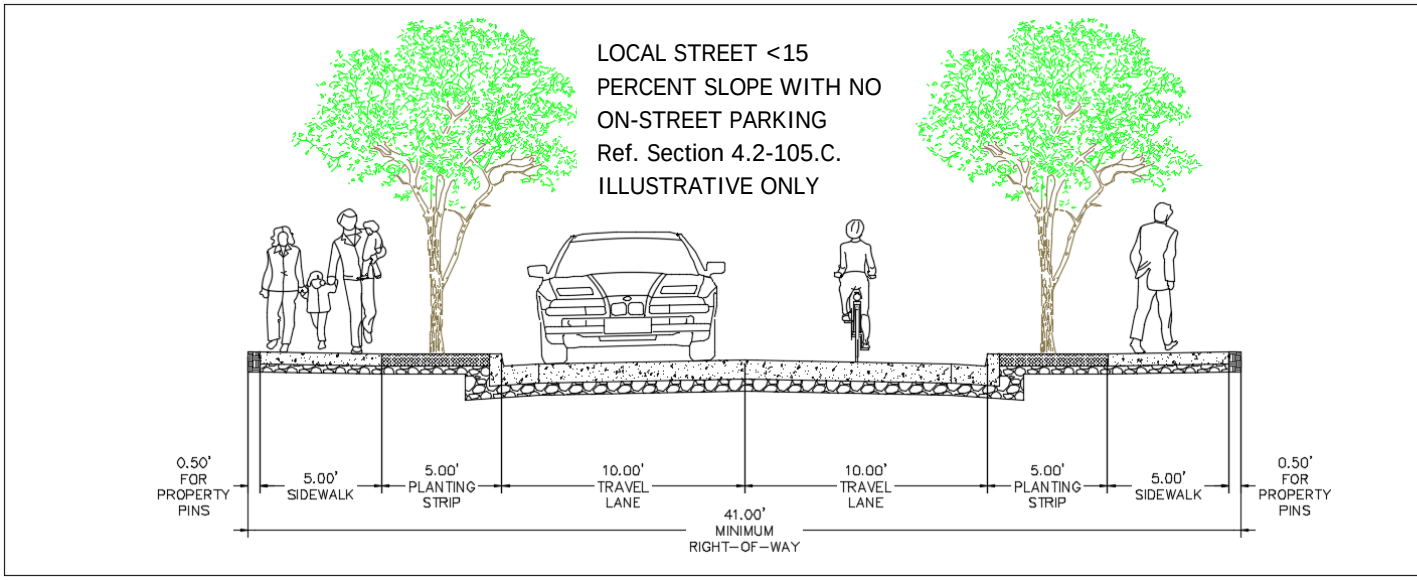

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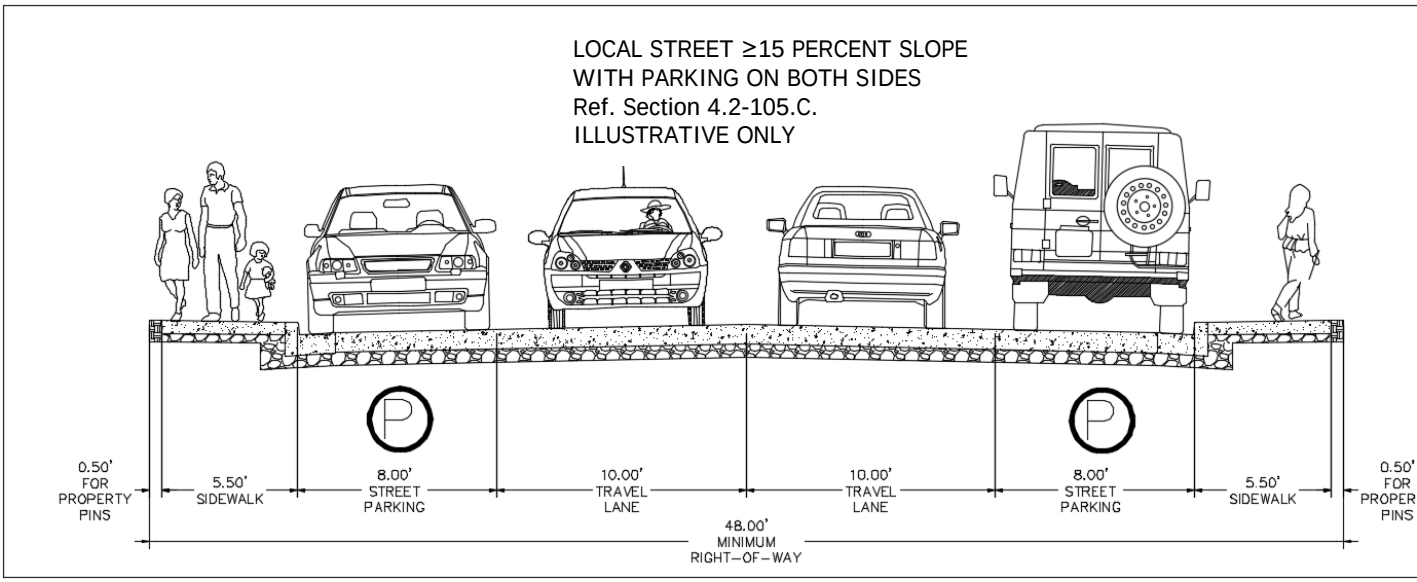


Figure 4.2-R

LOCAL STREET ≥15 PERCENT SLOPE WITH PARKING ON ONE SIDE
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

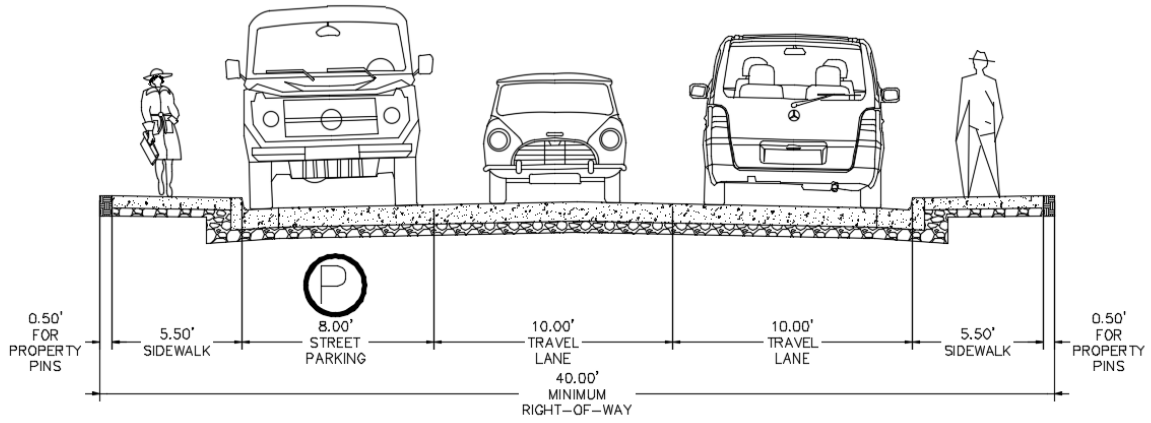
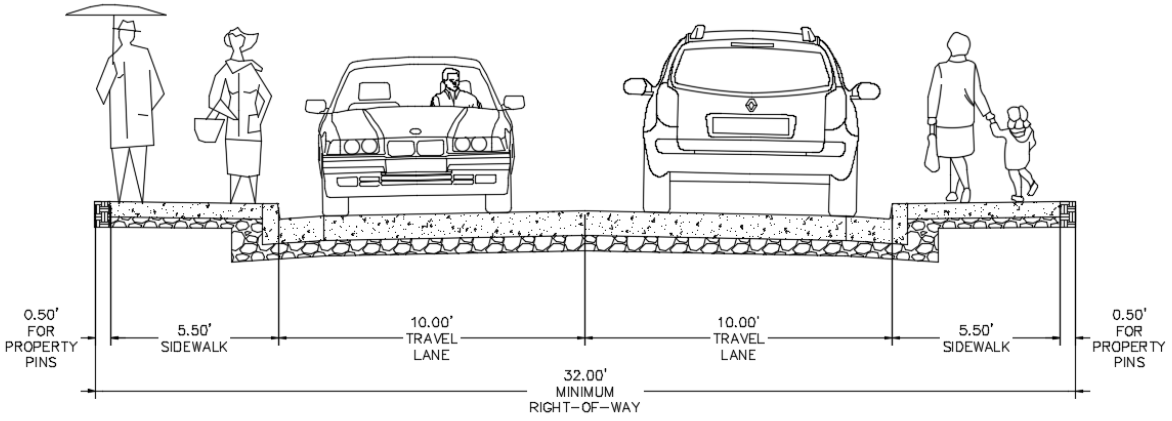


Figure 4.2-S

LOCAL STREET ≥15 PERCENT SLOPE WITH NO ON-STREET PARKING
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY



4.2-110 Private Streets

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

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

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

****

Staff Commentary: Revisions to block length standards in SDC 4.2-115 proposed below help implement Policy 3.4, Action 1 and Policy 3.5, Action 1. The changes further development of an interconnected street grid with safe, efficient movement for all travel modes, including emergency access, and provide more clarity regarding requirements and exceptions to standards.

Relevant TSP Policies/Actions:

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.

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

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

4.2-115 Block Length

A. Block perimeter for all street classifications must not exceed the following maximums:

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

2. 2,600 feet in industrial zoning districts;

3. 1,600 feet in other zoning districts.

B. Block length for local streets not in industrial zones or that do not serve industrial non-conforming uses must~~shall~~ not exceed 600 feet ~~,~~or the maximum block length established in an applicable Refinement Plan or Plan District, whichever is less. ~~unless the developer demonstrates that a block length shall be greater than 600 feet because of the existence of one or more of the following conditions:~~

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

D. **EXCEPTION:** The Director may authorize a block length or block perimeter that exceeds the applicable maximum specified in this section. In authorizing a block length or block perimeter that exceeds the above maximum lengths, the Director may establish requirements for interim street connectivity and/or pedestrian accessways consistent with standards in Section 4.2-160. Where the extension of a public street ~~into the~~

~~proposed development~~ would create a block length or block perimeter that exceeds the applicable maximum ~~exceeding 600 feet~~, the ~~total~~ block length and block perimeter ~~shall~~must be as close ~~to 600 feet~~ as possible to the applicable maximum.The Director will authorize an exception only if the applicant/developer demonstrates that the existence of any of the following conditions justifies the exception:

~~A.~~ **1.** Physical conditions ~~preclude a block length of 600 feet or less~~ that cannot be mitigated necessitate a block length or block perimeter that is longer than the applicable maximum. These conditions may include topography or the existence of physical features, including, but not limited to: wetlands, ponds, streams, channels, rivers, lakes, ~~or~~ steep grades, or a resource under protection by State or Federal law; or

~~B.~~ **2.** Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots/parcels that physically ~~preclude a block length 600 feet or less~~ necessitate a block length or block perimeter that is longer than the applicable maximum, considering the potential for redevelopment; or

3. Industrial development areas greater than 25 acres pursuant to an adopted master plan.

~~C. Where the extension of a public street into the proposed development would create a block length exceeding 600 feet, the total block length shall be as close to 600 feet as possible.~~

****

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

Relevant TSP Policies/Actions:

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

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

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

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

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

4.2-120 Site Access and Driveways

A. Site Access and Driveways – General.

1. All developed lots/parcels ~~shall have an~~ are entitled to one approved driveway access provided by either direct access to a:

a. Public street or alley along the frontage of the property; or

b. Private street that connects to the public street system. The private street shall be constructed as specified in Section 4.2-110 (private streets shall not be permitted in lieu of public streets shown on the City's adopted Conceptual ~~Local~~ Street ~~Plan~~ Map or ~~TransPlan~~ the Springfield Transportation System Plan); or

c. Public street by an irrevocable joint use/access easement serving the subject property that has been approved by the City Attorney, where:

i. A private driveway is required in lieu of a panhandle driveway, as specified in Section 3.2-220B.; or

ii. Combined access for 2 or more lots/parcels is required to reduce the number of driveways along a street, as determined by the ~~Public Works~~ Director.

2. Driveway access to designated State Highways is subject to the provisions of this Section in addition to requirements of the Oregon Department of Transportation (ODOT) ~~Highway Division~~. Where City and ODOT regulations conflict, the more restrictive regulations shall apply.

3. As determined by the Director, sites with abutting parking areas within the same zoning district may be required to provide driveway connections or pedestrian connections internal to the sites and joint access agreements to provide efficient connectivity and preserve public street functions and capacity.

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

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

1. Where a proposed development abuts an existing or proposed arterial or collector street, the development design and off-street improvements shall minimize the traffic conflicts.

2. Additional improvements or design modifications necessary to resolve identified transportation conflicts may be required on a case by case basis.

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

Table 4.2-2

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

(1) Driveway widths and throat depths may be varied if no other reasonable alternative exists to accommodate on-site development needs and traffic safety is not impaired.

(2) Measured from the face of curb to the first stall.

(3) ~~Single d~~Driveway~~s~~ serving a single-family or~~and~~ duplex dwelling~~s shall~~ must be paved ~~for the first 18 feet when~~from the edge of existing street pavement to the property line and for a distance of at least 18 feet from the property line into the property when abutting a ~~curb and gutter~~paved street; these driveways may be gravel~~ed~~ surfaced for the remainder of their length. A residential ~~D~~driveway~~s~~ abutting an unimproved gravel street~~s shall be~~ may have a gravel~~ed~~ surface until the abutting street is paved. Permeable pavement is allowed on a residential driveway consistent with standards in the City's *Engineering Design Standards and Procedures Manual.*

(4) Off-street vehicle parking is restricted to approved driveways and parking lots, and is not otherwise allowed between the street and primary building, consistent with Springfield Municipal Code 5.002(11).

(5) Driveways for commercial uses must be paved for their entire length.

(6) Driveways for industrial uses must be paved at least up to any employee or customer parking areas.

Table 4.2-3

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

(1) Wider driveways may be permitted to accommodate traffic demands and/or to improve traffic safety.

(2) Greater curb radii may be permitted where high volumes of large trucks are anticipated.
(3) Measured from the face of the curb to the first stall or aisle.

Table 4.2-4

Minimum Separations Between a Driveway and the Nearest

Intersection Curb Return on the Same Side of the Street.(1)

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

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

****

4.2-130 Vision Clearance Area

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

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

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

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

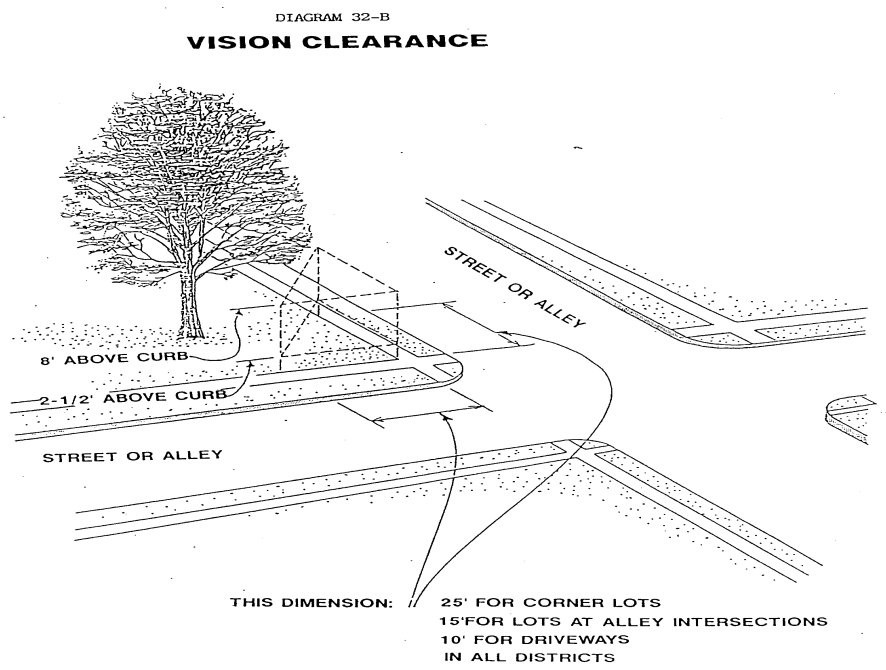
Table 4.2-5

Type of Intersection	Measurement Along Each Property Line
Any Street	20 ~~5~~ feet~~(1)~~
Any Alley	15 feet~~(1)~~
Any Driveway	10 feet~~(1)~~

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

EXCEPTION: The Director may require that the Vision Clearance Area be increased to be consistent with the sight distance standards and requirements in the American Association of State Highway and Transportation Officials (AASHTO) Green Book when safety concerns warrant the increase.

~~**Figure 4.2-A**~~



****

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

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

4.2-135 Sidewalks

A. Sidewalks and planter strips abutting public streets shall be located wholly within the public street right-of-way, unless otherwise approved by the ~~Public Works~~ Director.

B. Sidewalks shall be designed, constructed, replaced or repaired as specified in the City's *Engineering Design Standards and Procedures Manual*, the Development & Public Works Standard Construction Specifications and the Springfield Municipal Code. ~~New sidewalk design shall be consistent with existing sidewalk design in the same block in relation to width and type.~~

C. Concrete sidewalks must be provided according to Section 4.2-105.C., Table 4.2-1, and the following criteria:

1. Sidewalks must conform to the existing or planned street grades.

2. Sidewalks must conform to current ADA standards.

3. Sidewalks must be separated from the curb by the planting strip, except when necessary for connectivity, safety, or to comply with street design requirements, and subject to approval by the Director.

4. New sidewalk width and type must be consistent with existing sidewalk design in the same block, but must physically transition to comply with current sidewalk standards as determined by the Director. When replacing damaged sidewalk, new sidewalk must be located in the same position as the existing sidewalk.

5. Obstructions including, but not limited to, mail boxes, water meters, valves, junction boxes, manholes, utility poles, trees, benches, fire hydrants, signs, and bus stops must not be located within the sidewalk, and must be removed or relocated prior to the construction or reconstruction of the sidewalk, unless otherwise approved by the City Engineer. If obstructions remain, there must be at least 5 feet of unobstructed width on arterial class streets and 4 feet on all other streets.

~~C.~~ **D.** Planter strips are ~~may be~~ required as part of sidewalk construction. Planter strips ~~shall~~must be at least 4.5 feet wide (as measured from the back of curb to the edge of the sidewalk) and long enough to allow the street tree to survive. Planter strips must have approved landscaping consisting of street trees and ground cover allowed per the City's *Engineering Design Standards and Procedures Manual.* Tree wells set in concrete or sidewalk areas must be a minimum of four (4) feet by four (4) feet. Concrete, asphalt or other impermeable pavement are not allowed to substitute for landscaping within planter strips.

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

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

****

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

4.2-140 Street Trees

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

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

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

B. Existing Street Trees.

1. Street Tree Retention Standards. Existing trees may meet the requirement for street trees (i.e., trees on the City Street Tree List specified in the City's *Engineering and Design Standards and Procedures Manual* with a minimum calip~~b~~er of 2 inches) if excavation or filling for proposed

development is minimized within the dripline of the tree. Sidewalks of variable width, elevation, and direction may be used to save existing trees, subject to approval by the Director ~~and Public Works Director~~.

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

2. Street Tree Removal Standards.

a. ~~Any~~ City removal of existing street trees within the public right-of-way is ~~proposed to be removed by the City~~ exempt from the tree felling regulations specified in Section 5.19-100.

b. ~~Any e~~Existing street trees on private property cannot ~~proposed to~~ be removed ~~shall require~~ without prior authorization by ~~notification of~~ the ~~Public Works~~ Director ~~prior to removal~~. Removal of 5 or more street trees on private property ~~shall be~~is subject to the tree felling standards specified in Section 5.19-100.

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

3. Street Tree Replacement Standards. Where possible, any street tree proposed to be removed shall be replaced with a tree at least 2 inches in caliper.

a. It is the responsibility of the City to plant any replacement tree within the public right-of-way.

b. It is the responsibility of the property owner to plant any replacement street tree on private property, either as a condition of a Tree Felling Permit or when the property owner removes a street tree on private property without the City's authorization. Any replacement street tree shall meet the standards specified in Subsection A, above.

c. Whenever the property owner removes a street tree within the public right-of-way without the City's authorization, that person is responsible for reimbursing the City for the full value of the removed tree, to include replanting and watering during the 2-year tree establishment period.

C. Street Tree Maintenance Responsibility.

1. Maintenance of street trees in the public right-of-way shall be performed by the City.

2. Maintenance of street trees on private property shall be performed by the property owner.

3. Removal of street trees on private or public property does not constitute maintenance. Any removal of street trees on private property is subject to prior approval by the City as specified in Section 4.2-140B.2.b. above.

****

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

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

4.2-145 ~~Street~~ Lighting Standards

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

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

B. Upon approval by the Director, ~~A~~a developer may install decorative ~~street~~lights, as may be permitted below~~in the City's *Engineering and Design Standards and Procedures Manual* and~~ in the Development & Public Works Standard Construction Specifications.

C. Design Standards.

1. Lighting must comply with Illuminating Engineering Society, American National Standards Practice for Roadway Lighting – RP-8-14 and applicable National Electrical Safety Code (NESC) and National Electrical Code (NEC) standards.

2. Intersections must be illuminated to a level equal to the sum of the average required illuminance of the two intersecting streets.

3. Mid-block crosswalks that are approved by the City Traffic Engineer must have two times the illumination required for the street.

4. Decorative poles with City-approved LED fixtures and lighting controls must be used on all streets within the Nodal Development Overlay District and where any refinement plan or plan district requires

decorative lighting. Decorative poles may be used on streets, paths, and accessways in any other zone at the option of the developer as approved by the Director.

5. City-approved LED fixtures and lighting controls must be used when lighting is required along multi-use paths and accessways.

6. Roadway style poles and "cobra head" fixtures with City-approved LED fixtures and lighting controls must be used along streets in all other locations.

7. When roadway style poles are used on arterial and collector streets in any zone other than residential, they must be steel or aluminum. When roadway style poles are used on local and collector streets in residential zones, they must be fiberglass, steel, or aluminum.

8. Where lot frontages are 80 feet or less, poles must be located at property lines unless approved by the Director.

9. The weak point illumination must not be less than 0.1 foot candles.

10. Roadway style poles set behind sidewalks must have eight (8) foot arm length. Roadway style poles set between curb and sidewalk or where no sidewalk exists must have six (6) foot arm length.

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

12. Pole Height.

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

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

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

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

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

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

****

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

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

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

A. ~~Bikeways.~~ Development abutting an existing or proposed ~~bikeways~~ multi-use path identified in ~~TransPlan~~ the Springfield Transportation System Plan, ~~or Springfield Bicycle Plan~~ City-adopted bicycle and pedestrian plan, or shown on the Conceptual Street Map must ~~shall~~ include provisions for the extension of ~~these facilities~~the multi-use path through the development area by the dedication of public easements or rights-of-way. The developer ~~shall~~ bears the cost of ~~bikeway~~ multi-use path improvements. ~~unless additional property owners are benefitted. In this case, other equitable means of cost distribution may be approved by the City.~~

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

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

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

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

****

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

~~4.2-155 Pedestrian Trails~~

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

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

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

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

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

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

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

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

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

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

****

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

4.2-160	**Accessways**

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

EXCEPTION~~S~~:

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

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

~~**3.**~~ When site constraints preclude the ability to dedicate right-of-way without impacting setback requirements or other development standards, the Director may authorize dedication of a public easement or may otherwise modify the stnadards in this section.

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

1. Where an accessway is proposed for only bicycle and/or pedestrian travel, the right-of-way ~~shall~~ must be ~~paved a minimum of~~ 12 feet wide, with a 10-foot wide paved surface of either asphalt concrete or Portland Cement concrete. ~~Any necessary l~~Light standards ~~shall~~may be installed within ~~outside of~~ the ~~12-foot~~ travelway, as long as a minimum 8-foot wide clear path is maintained~~but within the public right-of-way~~.

2. Where an accessway is proposed as a secondary access for emergency vehicles or in combination with bicycle and/or pedestrian travel, the right-of-way ~~shall~~ must be a minimum of 24~~20~~ feet wide; consisting of a ~~10~~12-foot wide area paved with either asphalt concrete or Portland Cement concrete and two~~2~~ additional 4~~5~~-foot wide areas on both sides that are~~may be~~ turf block, grass-crete, or other similar permeable material approved by the ~~Public Works~~ Director on a base of gravel capable of supporting fire equipment weighing 80,000 pounds. ~~Any necessary l~~Light standards ~~shall~~ must be installed outside the 20-foot travel path~~way~~, but within the public right-of-way.

3. Illumination for accessways must be installed in accordance with Section 4.2-145. ~~In addition to the locational standards accessway lighting specified in Subsections 1. and 2., above any street light installed in an accessway shall be a City-approved decorative streetlight.~~

C. The Director may require improvements to existing unimproved accessways on properties abutting and adjacent to the property proposed to be developed. Where possible, the improvements to unimproved

accessways shall continue to the closest public street or developed accessway. The developer shall bear the cost of accessway improvements, unless other property owners are benefited. In this case, other equitable means of cost distribution may be approved by the City. Where possible, accessways may also be employed to accommodate public utilities.

3. Proposed Changes to Parking Standards (SDC Chapter 4)

Relevant TSP Policies/Actions:

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

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

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

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

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

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

a maximum net reduction of 4 vehicle parking spaces for every existing vehicle parking space that is converted to bike parking. The new language also clarifies that bike parking may substitute for a percentage of vehicle parking only when additional bike parking provided is above minimum quantity of bike parking otherwise required.

4.6-100 Vehicle Parking, Loading and Bicycle Parking Standards

4.6-110 Motor Vehicle Parking—General

A. Off-street parking spaces shall be provided, ~~for:~~ consistent with requirements in Section 4.6-125, Table 4.6-2, unless excepted as allowed herein, for:

1. All new construction and expansion of multiple family residential, commercial, industrial and public and semi-public uses. If an existing development is expanded, new parking spaces shall be provided in proportion to the increase only.

2. Changes in use or the use category of an existing building or structure.

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

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

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

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

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

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

C. Parking reductions under Sections 4.6-110.H-L and Special Provisions to Table 4.6-2 shall not reduce the number of ADA parking spaces required in accordance with the minimum parking in Table 4.6-2 or under Section 4.6-110.M.

D~~C~~. Required parking spaces shall be available for the parking of passenger ~~automobiles~~ vehicles of residents, customers, patrons, visitors, and employees only, and shall not be used for outdoor displays, storage of vehicles, equipment, or materials. Parking for company motor vehicles that remain on the premises overnight, or enclosures designed for the temporary collection of shopping carts, must ~~shall~~ be provided in addition to the number of parking spaces required by this Section.

ED. Unless joint use of parking facilities is requested as may be permitted in Subsection E. below, the total requirement for off-street parking spaces is the sum of the requirements for all uses. If the total number of required parking spaces results in a fraction, the fraction shall be rounded up to the next whole number. Off-street parking facilities for one 1 use shall not be considered as providing parking facilities for any other use, unless as may be permitted in Subsection F., below.

FE. The Director, upon application by all involved property owners, may authorize joint use of parking facilities, provided that:

1. The applicant shall demonstrate that there is no substantial conflict in the principal operating hours of the buildings or uses for which the joint use of parking facilities is proposed; and

2. The parties concerned in the joint use of off-street parking facilities shall provide evidence of agreement for the joint use by a legal instrument approved by the City Attorney. An agreement for joint use of parking facilities shall provide for continuing maintenance of jointly used parking facilities;

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

GF. When on-street parking is planned and provided, pParking spaces in a public right-of-way directly abutting the development area may be counted as fulfilling a part of the parking requirements for a development as follows: For each 18 feet of available on-street parking, there will be 1/2 space credit toward the required amount of off-street parking spaces. The developer is responsible for marking any on-street spaces.

HG. Motor Vehicle Parking Space Reduction Credit for Additional Bicycle Parking. Additional bBicycle parking beyond the minimum amount required in Table 4.6-3 that complies with the bike parking standards in Sections 4.6-145 and 4.6-150 may substitute for up to 1525 percent of required off-street motor vehicle parking otherwise required in Table 4.6-2. For every 5two (2) non-required bicycle parking spaces that meet the short or long term bicycle parking standards specified in Table 4.6-3, the motor vehicle parking requirement is reduced by one (1) space. When existing parking converted to bicycle parking under this subsection results in surplus motor vehicle parking spaces, the surplus parking may be converted to another use in conformance with the requirements of this Code. Existing parking may be converted to take advantage of this provision.

IH. Motor Vehicle Parking Space Reduction Credit for Frequent Transit Corridors – Abutting Sites. Development sites abutting an existing or proposed Frequent Transit Corridor may request a reduction of up to 15 percent from minimum off-street motor vehicle parking required in Table 4.6-2.

JI. Motor Vehicle Parking Space Reduction Credit for Frequent Transit Corridors – Nearby Sites. Development sites not abutting but within 1/4-mile of an existing or proposed Frequent Transit Corridor may request a reduction of up to 10 percent from minimum off-street motor vehicle parking required in Table 4.6-2.

K. Reduction Credit for ADA Improvements for Frequent Transit Corridors. Development sites abutting or within ¼-mile of an existing or proposed Frequent Transit Corridor may receive a reduction of up to 10 percent from the minimum off-street motor vehicle parking required in Table 4.6-2 in exchange for

contribution to the City for ADA improvements in the public right-of-way. The required contribution will be equal to the Base Curb Ramp Fee multiplied by each set of four parking spaces to be reduced, rounded up to the next whole number (e.g. one Base Curb Ramp Fee for 1-4 parking spaces reduced, double the Base Curb Ramp Fee for 5-8 parking spaces reduced, etc.). The Base Curb Ramp Fee must be set by Council resolution and must be approximately the cost of constructing one ADA-compliant curb ramp. Nothing in this subsection waives or alters any requirement for a developer to construct or provide on-site or off-site ADA improvements.

L. Outside of the Downtown Exception Area and Glenwood Riverfront Mixed-Use Plan District, a cumulative maximum reduction of 25 percent of the minimum off-street parking required in Table 4.6-2 may be applied using the credits, allowances, and exceptions to minimum parking requirements established in this Code.

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

4.6-115 Motor Vehicle Parking—Parking Lot Design

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

Table 4.6-1

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle			
		0	45	60	90
Stall width, standard	A	9.0	9.0	9.0	9.0
Stall width, compact	A	8.0	8.0	8.0	8.0
Stall length, standard	B	24.0	18.0	18.0	18.0
Stall length, compact	B	22.0	16.0	16.0	16.0
Aisle width between stall lines	C	12.0	12.0	16.0	24.0

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle			
		0	45	60	90
Bumper overhang (typical)	D	0.0	1.5	1.8	2.0
Cross-aisle, 1-way	E	16.0	16.0	16.0	16.0
Cross-aisle, 2-way	F	24.0	24.0	24.0	24.0

Figure 4.6A

Parking Lot Design

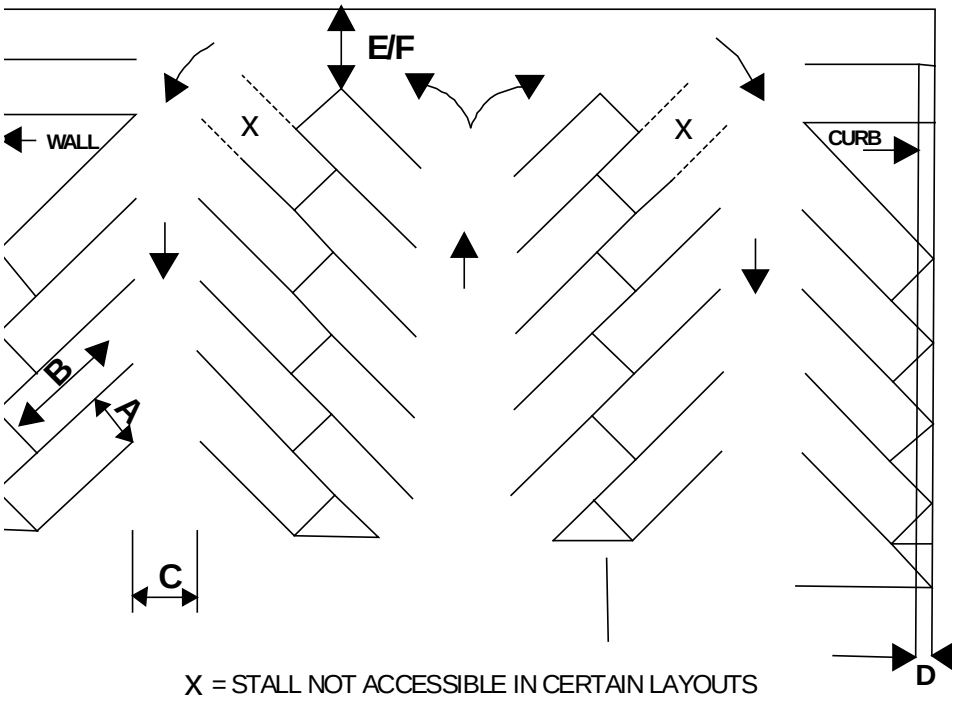
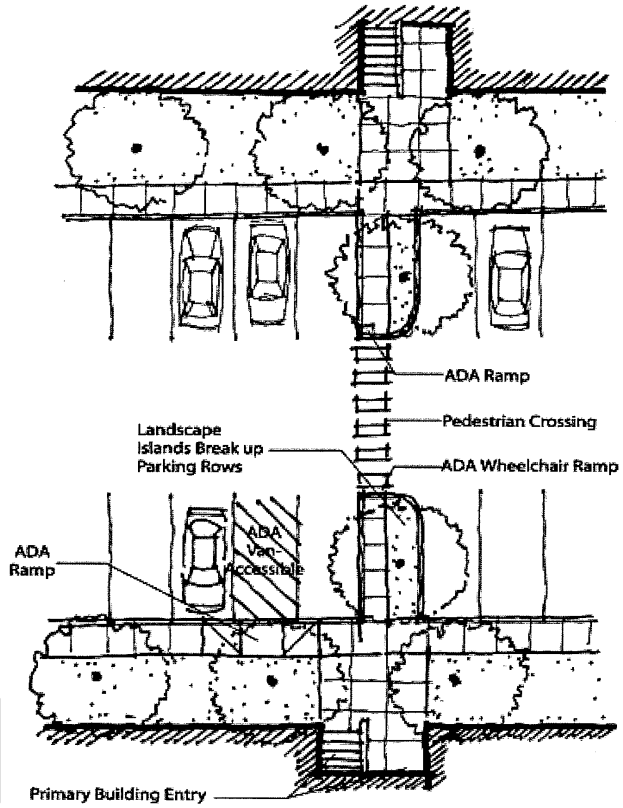


Figure 4.6A

Parking Lot Design



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Staff Commentary: Changes in SDC 4.6-120 relocate the parking reduction currently allowed under Subsection I to group it with other parking reduction options in SDC 4.6-110. Revision to SDC 4.6-120.A. to allow for permeable pavement is proposed following review of City standards called for in Policy 3.3, Action 1. The added language permits the Director to authorize permeable paving in parking areas and driveways, providing stormwater and environmental benefits from an alternative to standard paving.

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

4.6-120 Motor Vehicle Parking – Parking Lot Improvements

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

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

~~Official~~Permeable pavement meeting standards in the City's *Engineering Design Standards and Procedures Manual* may be allowed by the City Engineer for parking areas and driveways. Parking lot surfacing shall not encroach upon the public right-of-way.

B. Adequate drainage improvements shall be provided to ~~dispose of~~manage all on-site run-off. Provisions shall be made for the on-site collection of drainage waters to eliminate sheet flow onto sidewalks, public rights-of-way, and abutting private property. All drainage systems shall be approved by the City Engineer. ~~the Building Official and shall be constructed in conformance with the Building Safety Codes.~~

C. All parking ~~stalls~~ spaces fronting a sidewalk, alley, street, landscaped area or structure shall be provided with a secured wheel bumper or linear curb not less than 6 inches in height to be set back from the front of the stall a minimum of 2 feet to allow for vehicle encroachment. Wheel bumpers shall be a minimum of 6 feet in length. Curbs shall be constructed in conformance with the Standard Construction Specifications.

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

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

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

E. All spaces shall be permanently and clearly marked unless the Director determines that the spaces should not be marked for safety considerations. Old striping shall not be visible after being replaced by new striping.

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

F~~G~~. Not more than 30 percent of the total parking spaces in a parking lot may be designated for compact cars, unless a greater percentage is authorized by the Director based on substantial evidence that greater than 30 percent of the total parking spaces is appropriate for the use. These spaces shall be signed and/or the space painted with the words "Compact Car Only."

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

1. Parking spaces for ~~disabled persons~~people with disabilities and accessible passenger loading zones that serve a particular building shall be located as close as possible to a building entrance.
2. The number and dimensions of parking spaces for ~~disabled persons~~people with disabilities shall be as specified in Section 1106~~4~~ of the Oregon Structural Specialty Code.

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

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

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

Language changes to parking requirements Table 4.6-2 for schools are provided for clarity.

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

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

4.6-125 Motor Vehicle Parking – Parking Space Requirements

Table 4.6-2

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

Use	*Minimum and Maximum Parking Requirements* (1) (2)
Child Care Centers	1 drop-off space for each 700 square feet of gross floor area, plus 1 long-term space for each 350 square feet of gross floor area
Education Facilities	~~Public/Private~~ 2 for each classroom, plus 1 ~~elementary/middle school~~ for each 100 square feet of ~~6 or more student's~~ the largest public assembly area.
Group Care Facilities	0.25 for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.
Public Utility Facilities	None, unless utility vehicles will be parked overnight.
Transient Accommodations	
Bed and breakfast facilities, boarding and rooming houses and hotels	1 plus 1 for each guest bedroom
~~Emergency shelter homes~~	~~None~~
Youth hostels	0.3 for each guest bedroom
Eating and drinking establishments	1 for each 100 square feet of gross floor area.
Recreational facilities and religious, social and public institutions	1 for each 100 square feet of floor area in the primary assembly area and 1 for each 200 square feet of gross floor area for the remainder of the building.
Retail sales, personal service, including small scale repair and maintenance and offices	1 for each 300 square feet of gross floor area.
Shopping centers and malls	1 for each 250 square feet of gross floor area, exclusive of covered pedestrian walkways. Once a shopping center or mall has been approved, no additional parking shall be required, unless there is new construction
Transportation facilities	1 for each 300 square feet of gross floor area not including vehicle storage areas.
Warehouse commercial sales	1 for each 600 square feet of gross floor area.
Manufacture and assembly, and other primary industrial uses	1 for each 500 square feet industrial of gross floor area (manufacture and assembly) for each 1000 square feet of gross floor area (warehousing)
Secondary industrial uses	See applicable use in this table

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

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

Special Provisions:

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

B. Commercial Districts.

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

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

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

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

C. Light-Medium Industrial (LMI), Heavy Industrial (HI), and Special Heavy Industrial (SHI) Districts. In addition to reductions permitted in accordance with the provisions of Section 4.6-110, p~~P~~arking spaces may be reduced in LMI, HI, or SHI zoning districts on a 1-for-1 basis when the number of spaces required is more than the number of employees working on the busiest shift, provided that a landscaped area equal to the total number of spaces reduced shall be held in reserve for future use.

D. Campus Industrial (CI) District.

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

EXCEPTIONS:

a. The number of required parking spaces for uses not shown in Table 4.6-2 shall be determined based upon standards for similar uses.

b. Parking spaces may be reduced on a 1-for-1 basis when the number of spaces required is more than the shift with the largest number of employees, provided that a landscaped area equal to the total number of spaces reduced is held in reserve for future use.

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

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

a. Within an enclosed building; or

b. Outside of a building if the following standards are met and shall:

i. Be prohibited in all front and street-side yards;

ii. Meet the building setback standards specified in Section 3.2-420; and

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iii. Be screened as specified in Section 3.2-445.

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

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

G. Mixed Use Districts.

1. Nonresidential Requirements.

a. Off-street surface parking ~~shall~~must meet the minimum parking requirement for the various commercial and industrial uses in Table 4.6-2 unless reduced under applicable provisions in this Code. ~~The Director may reduce the minimum number of parking spaces required, based on a parking generation study, without the need for a Variance. The study shall demonstrate how a proposal to reduce parking is justified by estimated peak use, easy pedestrian access, availability of transit service, and adjacent on-street parking. This reduction shall be limited to 20 percent of the established standard.~~

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

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

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

****

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

Relevant TSP Policies/Actions:

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

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

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

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

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

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

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

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

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

4.6-140 Bicycle Parking—Purpose and Applicability

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

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

4.6-145 Bicycle Parking—Facility Design

~~**A.** The required minimum number of bicycle parking spaces for each principal use is 3 spaces. Specific requirements per use are given in Section 4.6-155. Additional bicycle parking spaces may be required at common use areas. Fractional numbers of spaces shall be rounded up to the next whole space.~~

A. Required bicycle parking spaces and facilities must be a powder coated staple or inverted-U rack as shown in Figure 4.6-B. Alternatively, the required bicycle parking spaces must fulfill the criteria for quality bicycle parking, which are as follows:

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

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

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

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

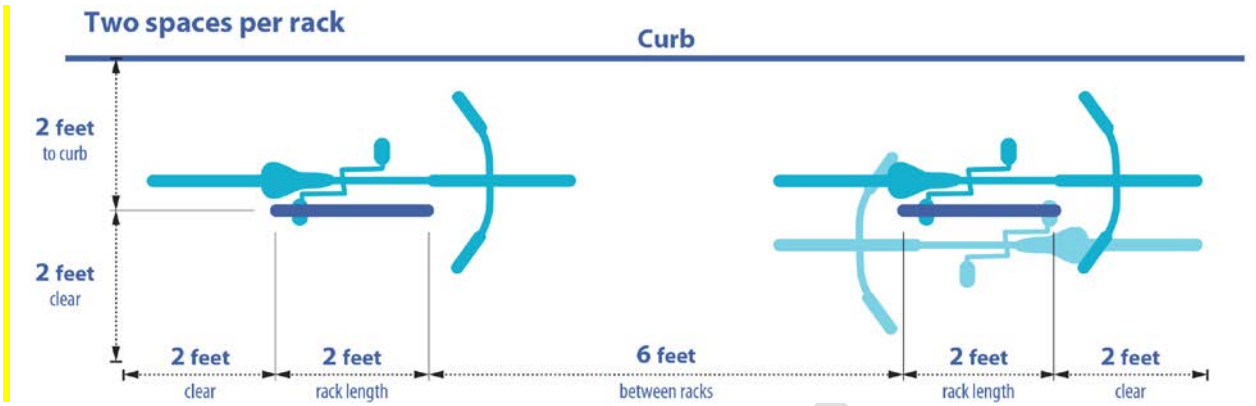
1. If 10 or fewer short-term bicycle parking spaces are required, no shelter is required for short-term bicycle parking.
2. If more than 10 short-term bicycle parking spaces are required, at least 50 percent of the short-term bicycle parking spaces in excess of 10 must be sheltered.
3. Shelters must have a minimum 7-foot overhead clearance and must completely cover the bicycle parking rack and any bicycles that are parked in the way the rack was designed to be used.

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

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

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

Figure 4.6-B


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

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

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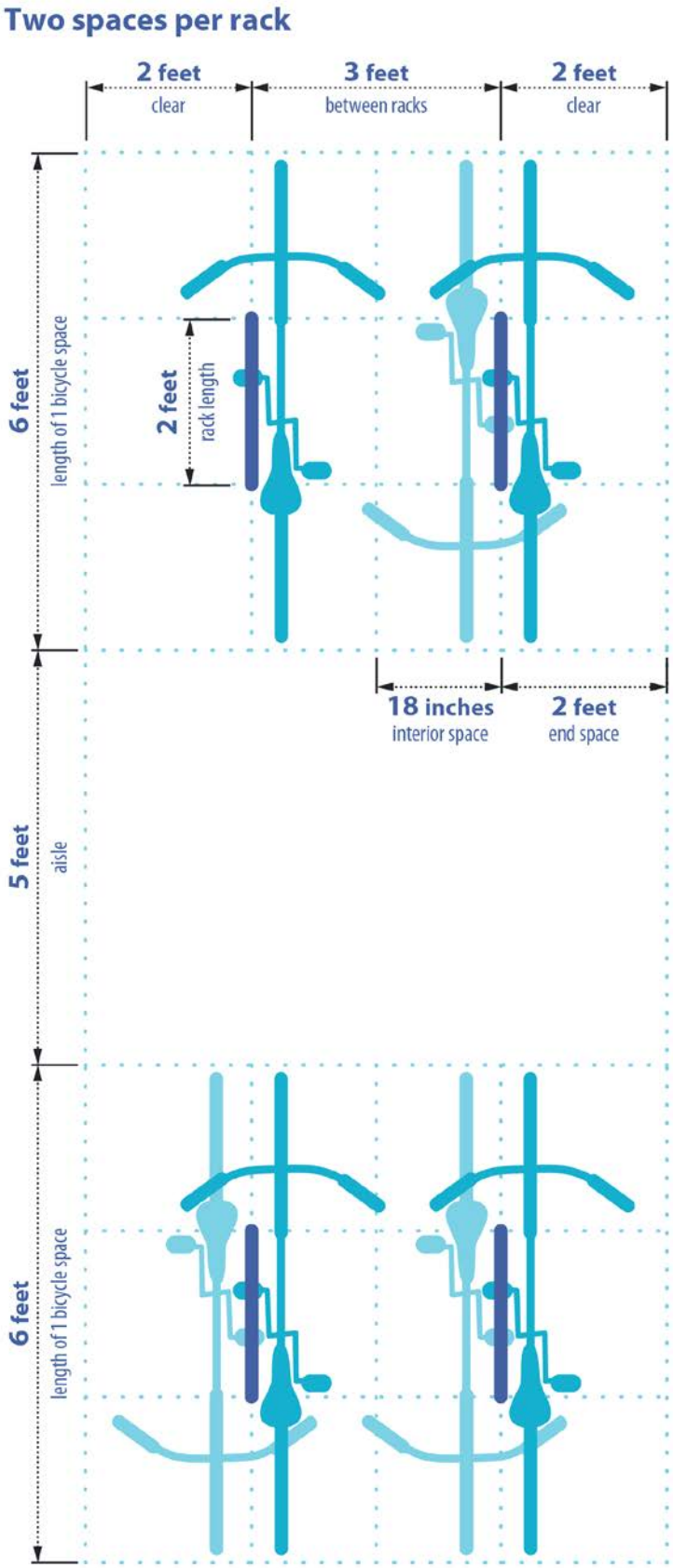
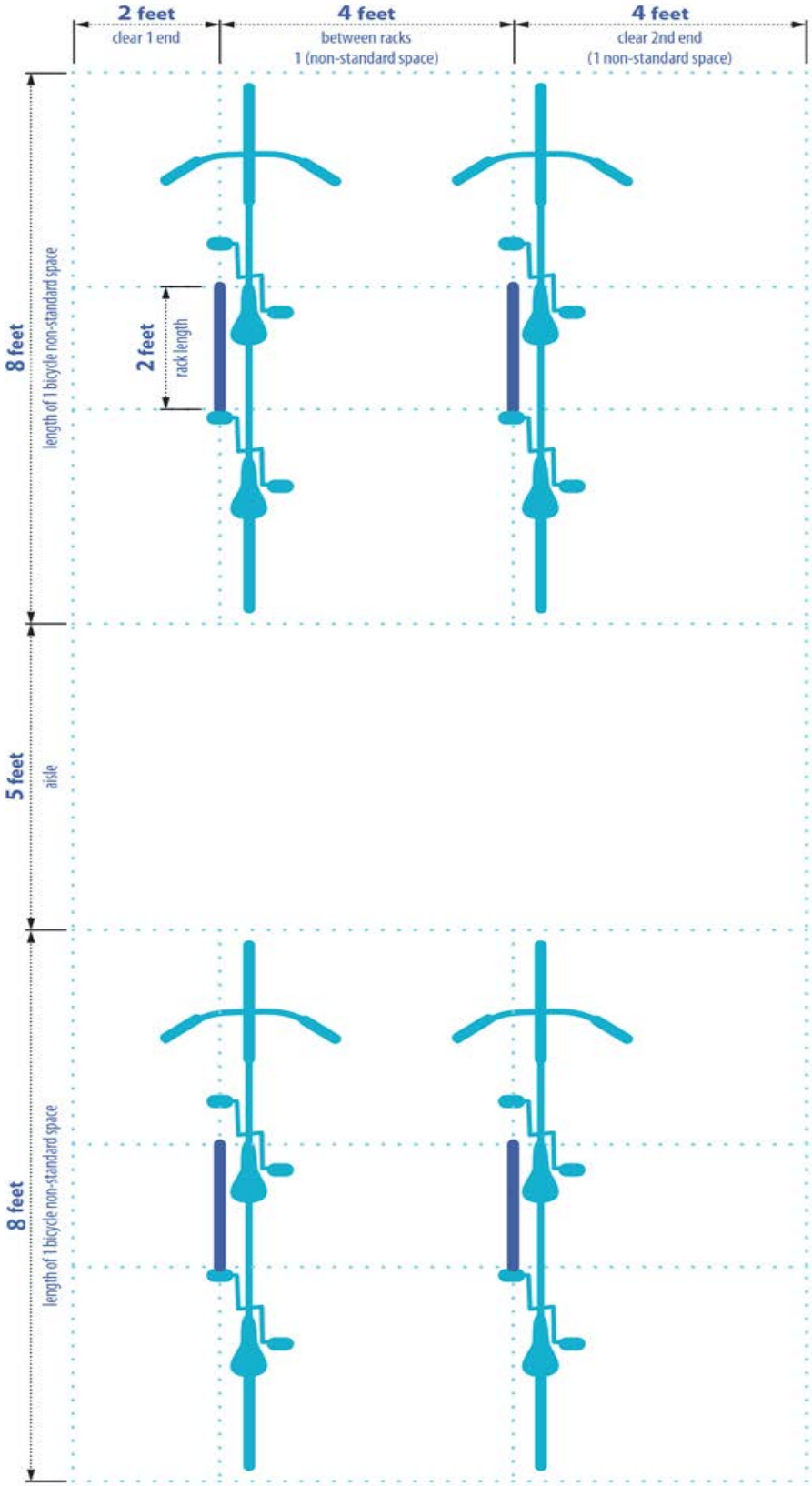

Two spaces per rack
2 feet
clear
3 feet
between racks
2 feet
clear
6 feet
length of 1 bicycle space
2 feet
rack length
18 inches
interior space
2 feet
end space
5 feet
aisle
6 feet
length of 1 bicycle space

289

290

Figure 4.6-C


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

****

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

4.6-150 Bicycle Parking—Facility Improvements

A. Bicycle Parking Location and Security.

1. ~~Bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frames or components and that allow the frame and both wheels to be locked to the rack by the bicyclist's own locking device; and be provided within a convenient distance of, and clearly visible from, the main entrance to the building or point of entry to the use as determined by the City.~~ Bicycle parking racks, shelters, or lockers ~~shall~~must be securely anchored to the ground or to a structure.

2. Exterior long-term bicycle parking must be located within 200 feet from the main building entrance, primary point of entry to the use, or employee entrance.

3. Exterior short-term bicycle parking must:

a. Be located no further than fifty (50) feet from the main building entrance or primary point of entry to the use, as determined by the City, but not further away than the closest on-site automobile parking space excluding designated accessible parking spaces, whichever distance is less;

b. Be clearly visible from the main building entrance or primary point of entry to the use; and

c. Not require a person to cross a driveway, loading space, or other area intended for motor vehicle circulation to access the main building entrance or primary point of entry to the use.

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

5. ~~3.~~Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, signs shall be provided to direct bicyclists to the parking. Directions to sheltered facilities inside a structure may be signed or supplied by the employer, as appropriate. Short-term parking shall be made available to the general public.

6. ~~4.~~Bicycle parking may be located inside a building on a floor, which has an outdoor entrance open for use, and which does not require stairs to access the space;

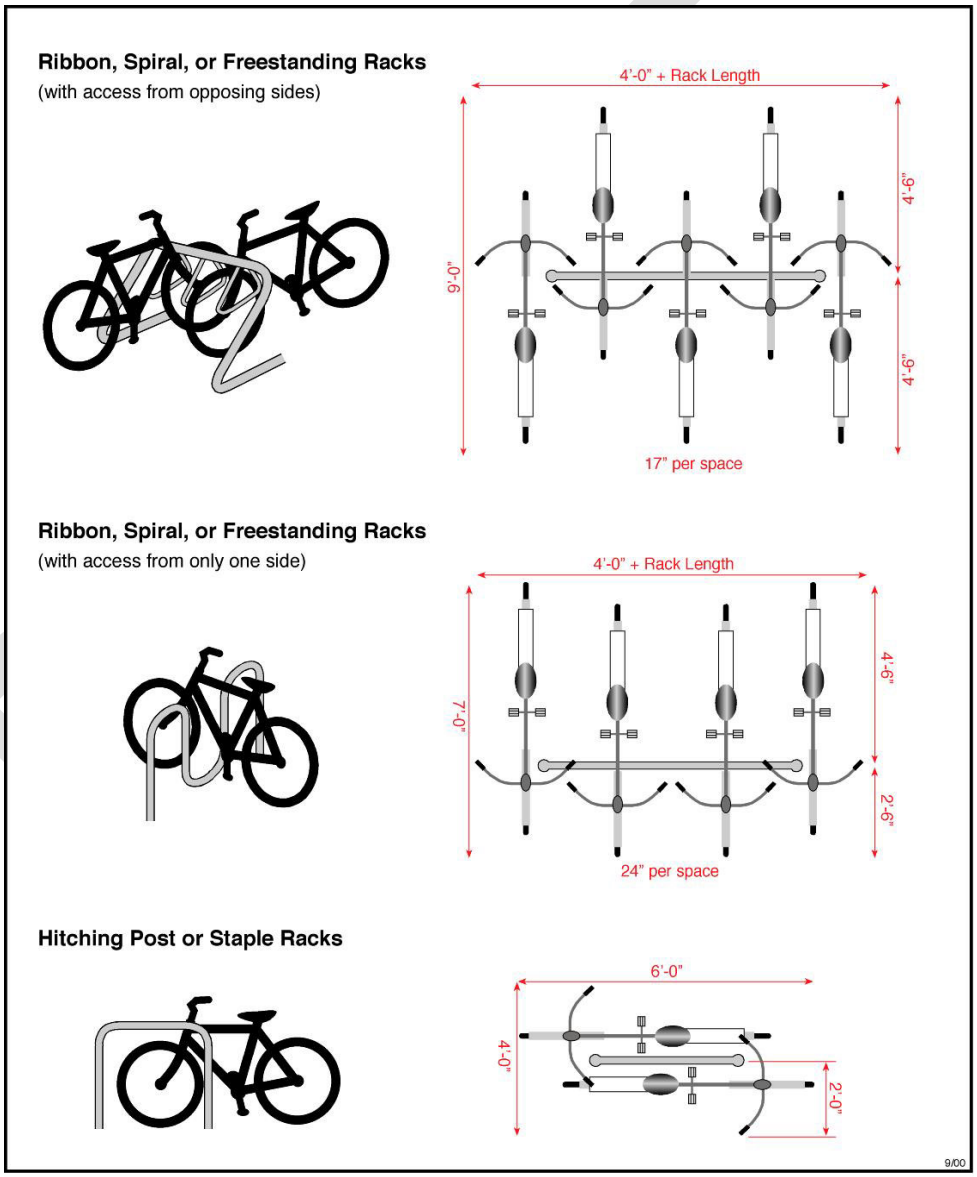
EXCEPTION: The Director may allow bicycle parking on upper stories within multi-story residential buildings.

7. ~~5.~~Bicycle parking and bicycle racks ~~shall~~must be located to avoid conflict with pedestrian movement and access. Direct access from bicycle parking spaces to the public right-of-way must be provided by at-grade or ramp access. Pedestrian access must be provided from the bicycle parking area to the building entrance. Bicycle parking may be located in the public sidewalk or right-of-way where there is a minimum 5 feet between the parked bicycle and the storefront and does not conflict with pedestrian accessibility.

8. ~~6.~~For multifamily dwellings with required bike parking, requirements may be met through the provision of individual garages or storage units. For housing relying on a common garage and without storage units, bicycle racks shall be provided in the garage.

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

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



DIMENSIONS FOR COMMONLY USED RACKS

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Staff Commentary: The following table is intended to entirely replace existing Table 4.6-3 in order to make it more concise. The existing table 4.6-3 is shown in strikethrough, highlighted formatting. Below the existing strike through table, the proposed table from the Regional Bike Parking Study was used as the base table and changes that have been made to that proposal are marked by underlined or strikedthrough text.

4.6-155 Bicycle Parking—Number of Spaces Required

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

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

~~**Table 4.6-3**~~

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

~~Land Use~~	~~Minimum Parking Requirements (Minimum 3 spaces required)~~	~~Type and % of Bike Parking~~
~~- Campus living organizations, including fraternities and sororities~~	~~1 for each 2 occupants for which sleeping facilities are provided.~~	~~100% long term~~
~~- University and college dormitories~~	~~1 for each 2 occupants for which sleeping facilities are provided.~~	~~100% long term~~
~~**Commercial Uses**~~		
~~Agricultural and animal sales and service~~	~~1 per each 4000 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~Amusement centers (including, but not limited to: arcades, pool tables, bowling alleys)~~	~~1 per each 1000 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~Arenas (indoor and outdoor)~~	~~1 per 20 seats.~~	~~25% long term~~ ~~75% short term~~
~~Artists galleries/studios~~	~~1 per each 500 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~Athletic facilities and sports clubs~~		
~~- Viewing areas~~	~~1 per each 280 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~- Locker rooms, saunas whirlpools, weight rooms, or gymnasiums~~	~~1 per each 750 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~- Lounge or snack bar areas~~	~~1 per each 600 square feet of floor area~~	~~25% long term~~ ~~75% short term~~
~~- Pro shops or sales areas~~	~~1 per each 3000 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~- Playing courts~~	~~10% of auto spaces (minimum of 4).~~	~~25% long term~~ ~~75% short term~~
~~- Swimming pools~~	~~1 per each 2000 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~

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

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

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~~Land Use~~	~~Minimum Parking Requirements (Minimum 3 spaces required)~~	~~Type and % of Bike Parking~~
~~site~~		
~~**Education**~~		
~~Universities or colleges, schools, business or specialized educational training~~	~~1 per 5 full-time students~~	~~25% long term~~ ~~75% short term~~
~~Schools, driving (including use of motor vehicles)~~	~~1 per each 3000 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~Schools, public or private (elementary through high school)~~	~~1 per 8 students.~~	~~25% long term~~ ~~75% short term~~
~~Universities or colleges~~	~~1 per 5 full-time students.~~	~~25% long term~~ ~~75% short term~~
~~**Government**~~		
~~Libraries~~	~~1 per each 1500 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~Museum~~	~~1 per each 500 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~Government services, not specifically listed in this or any other uses and permits table~~	~~1 per each 3000 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~Correctional facilities, excluding residential treatment centers~~	~~1 per 20 beds.~~	~~25% long term~~ ~~75% short term~~
~~**Medical and Health Services**~~		
~~Blood banks~~	~~1 per each 3000 square feet of floor area.~~	~~100% short term~~
~~Hospitals, clinics, or other medical health treatment facilities (including mental health) in excess of 10,000 square feet of floor area~~	~~1 per each 3000 square feet of floor area.~~	~~25% long term~~ ~~75% short term~~
~~Laboratories--medical, dental, x-ray.~~	~~1 per each 3000 square feet of floor area~~	~~25% long term~~ ~~75% short term~~

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

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Table 4.6-3 Minimum Required Bicycle Parking Spaces			
Use Category	**Specific Uses**	**Number of Required Spaces**	**Long and Short Term Bicycle Parking Percentages**
Residential	Single-family and duplexes	-0	NA
	Triplex, four-plex, and multi-family	1 per dwelling unit	75% long term 25% short term
	Dormitories	1 space per every ~~three~~3 occupants	50% long term 50% short term
	Assisted care and day cares	1 per 5 employees	75% long term 25% short term
	Other Residential Uses	1 per dwelling unit	~~100% long term~~ 50% long term 50% short term
Commercial	General Retail	1 per 3000 square feet of floor area	25% long term 75% short term
	Eating and Drinking Establishments	1 per 600 square feet of floor area	25% long term 75% short term
	Service Establishments	1 per 2000 square feet of floor area	25% long term 75% short term
	Art Institution/Gallery	1 per 1500 square feet of floor area	25% long term 75% short term

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Table 4.6-3 Minimum Required Bicycle Parking Spaces			
Use Category	**Specific Uses**	**Number of Required Spaces**	**Long and Short Term Bicycle Parking Percentages**
	Drive-through Only Establishments	2 for employee parking (minimum of 4 does not apply)	100% long term
	Lodging	1 per 10 rentable rooms	75% long term 25% short term
	Office, including Medical Offices and Clinics	0.25 per 5000 square feet of floor area	75% long term 25% short term
	Industrial and Wholesale	0.25 per employee OR 1 per ~~3000~~ 4000 square feet of floor area, whichever is less	75~~25~~% long term 25~~75~~% short term
Institutional	Government related uses	1 per 3000 square feet of floor area	25% long term 75% short term
	Schools (elementary through high school)	1 per 10 students based on planned capacity	25% long term 75% short term
	Parks and playgrounds	8 per park or playground	100% short term
	Recreation, Amusement, and Entertainment Facilities	1 per 1000 square feet of floor area	25% long term 75% short term
	Universities/Colleges	1 per 5 full time students	25% long term 75% short term
	Hospitals and Medical Centers	1 per 40000 square feet of floor area	75~~25~~% long term 25~~75~~% short term
	Religious Institutions and Places of Worship	1 per 20 seats or 40 feet of bench length (fixed seating) or 1 per 500 square feet of floor area (no fixed seating)	100% short term
Transportation-Related	Structured Parking	10% of the number of vehicle parking spaces provided	75% long term 25% short term
	Transit Station	10% of the number of vehicle parking spaces provided (if no vehicle parking is provided, the minimum of 4 applies)	50% long term 50% short term
	Transit Park & Ride	10% of the number of vehicle parking spaces provided	50% long term 50% short term

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

Section 3.4-200 GLENWOOD RIVERFRONT MIXED-USE PLAN DISTRICT

3.4-270 Public and Private Development Standards

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G. Vehicle/Bicycle Parking and Loading Standards.

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

Bicycle Parking Standards Table 3.4-2

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

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14. Bicycle Parking Design, Location and Security.

a. Required bicycle parking spaces and facilities must be constructed and installed in accordance with Sections 4.6-145 and 4.6-150. Long term bicycle parking required in association with a commercial or employment use shall be provided in a well-lighted, secure location within a convenient distance of a main entrance and any secondary entrance. A secure location is defined as one in which the bicycle parking is a bicycle locker, a lockable bicycle enclosure, or provided within a lockable room.

b. Long term bicycle parking provided in outdoor locations shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.

c. Long term bicycle parking required in association with high-density residential use shall be provided in a well-lighted, secure ground-level or underground location within a convenient distance of an entrance to the residential unit. A secure location is defined as one in which the bicycle parking is provided outside the residential unit within a protected garage, a lockable room, a lockable bicycle enclosure, or a bicycle locker.

d. Short term bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be attached to the rack by the bicyclist's own locking device. Innovative bicycle racks that incorporate street art shall be encouraged. Short term bicycle parking shall be provided within a convenient distance of and clearly visible from, the main entrance and/or any secondary entrance to the building, but it shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.

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Staff Commentary: Definitions for "block," "block length," and "block perimeter" are added based on the proposed amendments to SDC 4.2-115, establishing new maximum block perimeters. Although a maximum block length is already included in the 4.2-115, the term "block length" is not currently defined in the development code. The definition for a "block" is proposed to be amended to provide better clarity. The new definition for Frequent Transit Corridor relates to TSP Policy 3.8, Action 3, and to changes in parking requirements and allowed reductions proposed for SDC 4.6-110 and 4.6-125. The revised definition for "vision clearance area" reflects that a vision clearance area may not always be a triangular area, and adds that vision clearance areas are also required for driveway/street intersections. If the proposed changes are impmlemented, the term "bikeway" no longer will appear in the Springfield Development Code, and therefore the definition should be removed.

Section 6.1-100 Definitions

6.1-110 Meaning of Specific Words and Terms

AASHTO. American Association of State Highway and Transportation Officials.

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

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

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

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

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

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

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

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

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

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

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

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

Relevant TSP Policies/Actions:

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

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

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

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

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

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

3.2-220 Additional Panhandle Lot/Parcel Development Standards

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

1. Panhandle driveways are permitted where dedication of public right-of-way is impractical or to comply with the density standards in the applicable zoning district. Panhandle driveways shall not be permitted in lieu of a public street, as determined by the Director.

2. Panhandle driveways shall not encroach upon or cross a watercourse, other body of water or other topographic feature unless approved by the Director and the City Engineer.

3. The area of the pan portion does not include the area in the "panhandle" driveway.

4. No more than 4 lots/parcels or 8 dwelling units shall take primary access from 1 multiple panhandle driveway.

5. The paving standards for panhandle driveways are:

a. Twelve feet wide for a single panhandle driveway from the front property line to a distance of 18 feet, where there is an unimproved street; and from the front property line to the pan of the rear lot/parcel, where there is an improved street; and

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

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

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

1. Fourteen feet wide for a single panhandle lot/parcel in the LDR District.

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

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

4.7-140 Siting Duplexes in All Residential Districts

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

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

1. Duplexes on interior lots/parcels approved as part of a Planned Unit Development shall not be considered to be nonconforming uses.

2. Duplexes on interior lots/parcels approved on property previously zoned R~~G~~esidential Garden (RG) Apartments shall not be considered to be a nonconforming use.

3. Duplexes on interior lots/parcels that meet the density requirements of this zoning district shall not be considered a nonconforming use.

C. New Duplexes in the MDR and HDR Districts.

1. A single duplex shall be permitted on corner lots/parcels as specified in Section 3.2-210. The design standards of Section 4.7-142 shall apply to this category of duplexes.

2. Where more than 1 duplex is proposed on lots/parcels that are less than 1/2 acre in size and the minimum MDR or HDR density standard for the entire development area can be met, the design standards specified in Section 4.7-142 shall apply to this category of duplexes.

3. Where more than 1 duplex is proposed on lots/parcels that are 1/2 acre or more and the minimum MDR or HDR density standard for the entire development area can be met, the multifamily design standards specified in Section 3.2-240 shall apply to this category of duplexes.

D. Partitioning Corner Duplex Lots. A proposed or existing duplex on a corner lot/parcel in any residential district may be partitioned for the purpose of allowing independent ownership of each dwelling unit, providing the 2 platted parcels meet the minimum area standards for corner duplex parcels specified in Section 3.2-215 and the minimum separation of driveways from the nearest street intersection as specified in Section 4.2-120, Table 4.2-4. In this case, the partition shall meet the land division standards specified in Section 5.12-100 and the following:

1. Utility service to each unit shall be separate.

2. All walls connecting abutting units shall be fire resistive walls as specified in the Oregon Residential Specialty Code.

3. The property line separating the 2 units shall have not more than 2 angle points. The angle points shall not occur within the wall between abutting units.

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5.12-100 Land Divisions – Partitions and Subdivisions

5.12-120 Tentative Plan Submittal Requirements

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

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

A. General Requirements.

1. The Tentative Plan, including any required Future Development Plan, shall be prepared by an Oregon Licensed Professional Land Surveyor on standard sheets of 18" x 24". The services of an Oregon Licensed Professional Engineer may also be required by the City in order to resolve utility issues (especially stormwater management, street design and transportation issues), and site constraint and/or water quality issues.

2. The scale of the Tentative Plan shall be appropriate to the area involved and the amount of detail and data, normally 1″ = 50′, 1″ = 100′, or 1″ = 200′.

3. A north arrow and the date the Tentative Plan was prepared.

4. The name and address of the owner, applicant, if different, and the Land Surveyor and/or Engineer who prepared the Partition Tentative Plan.

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5. A drawing of the boundaries of the entire area owned by the partitioner or subdivider of which the proposed land division is a part.

6. City boundaries, the Urban Growth Boundary (UGB) and any special service district boundaries or railroad right-of-way, which cross or abut the proposed land division.

7. Applicable zoning districts and the Metro Plan designation of the proposed land division and of properties within 100 feet of the boundary of the subject property.

8. The dimensions (in feet) and size (either in square feet or acres) of each lot/parcel and the approximate dimensions of each building site, where applicable, and the top and toe of cut and fill slopes to scale.

9. The location, outline to scale and present use of all existing structures to remain on the property after platting and their required setbacks from the proposed new property lines.

10. The location and size of existing and proposed utilities and necessary easements and dedications on and adjacent to the site, including but not limited to sanitary sewer mains, stormwater management systems, water mains, power, gas, telephone, and cable TV. Indicate the proposed connection points.

11. The locations widths and purpose of all existing or proposed easements on and abutting the proposed land division; the location of any existing or proposed reserve strips.

12. The locations of all areas to be dedicated or reserved for public use, with the purpose, condition or limitations of the reservations clearly indicated.

B. A Site Assessment of the Entire Development Area. The Site Assessment shall be prepared by an Oregon Licensed Landscape Architect or Engineer and drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and delineates the areas described below. Proposed modifications to physical features shall be clearly indicated. The Director may waive portions of this requirement if there is a finding that the proposed development will not have an adverse impact on physical features or water quality, either on the site or adjacent to the site. Information required for adjacent properties may be generalized to show the connections to physical features. A Site Assessment shall contain the following information.

1. The name, location, dimensions, direction of flow and top of bank of all watercourses that are shown on the Water Quality Limited Watercourses (~~WLQW~~WQLW) Map on file in the Development ~~Services~~ and Public Works Department;

2. The 100-year floodplain and floodway boundaries on the site, as specified in the latest adopted FEMA Flood Insurance Maps or FEMA approved Letter of Map Amendment or Letter of Map Revision;

3. The Time of Travel Zones, as specified in Section 3.3-200 and delineated on the Wellhead Protection Areas Map on file in the Development ~~Services~~ and Public Works Department;

4. Physical features including, but not limited to significant clusters of trees and shrubs, watercourses shown on the ~~(WLQW~~WQLW~~)~~ Map and their riparian areas, wetlands, and rock outcroppings;

5. Soil types and water table information as mapped and specified in the *Soils Survey of Lane Count*; and

6. Natural resource protection areas as specified in Section 4.3-117.

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

1. Roof drainage patterns and discharge locations;

2. Pervious and impervious area drainage patterns;

3. The size and location of stormwater management systems components, including but not limited to: drain lines, catch basins, dry wells and/or detention ponds; stormwater quality measures; and natural drainageways to be retained;

4. Existing and proposed site elevations, grades and contours; and

5. A stormwater management system plan with supporting calculations and documentation as required in Section 4.3-110 shall be submitted supporting the proposed system. The plan, calculations and documentation shall be consistent with the *Engineering Designs Standards and Procedures Manual* to allow staff to determine if the proposed stormwater management system will accomplish its purposes.

D. A ~~R~~response to ~~T~~transportation issues complying with the provisions of this Code.

1. The locations, condition, e.g., fully improved with curb, gutter and sidewalk, AC mat, or gravel, widths and names of all existing streets, alleys, or other rights-of-way within or adjacent to the proposed land division;

2. The locations, widths and names of all proposed streets and other rights-of-way to include the approximate radius of curves and grades. The relationship of all proposed streets to any projected streets as shown on the Metro Plan or Springfield Comprehensive Plan, including the ~~TransPlan~~ Springfield Transportation System Plan, any approved Conceptual Development Plan and ~~the latest version of~~ the Conceptual ~~Local~~ Street Map;

3. The locations and widths of all existing and proposed sidewalks, multi-use paths, ~~pedestrian trails~~ and accessways, including the location, size and type of plantings and street trees in any required planter strip;

4. The location of existing and proposed traffic control devices, fire hydrants, power poles, transformers, neighborhood mailbox units and similar public facilities, where applicable;

5. The location and dimensions of existing and proposed driveways demonstrating conformance with lot/parcel dimensions and frontage requirements for single-family and duplex lots/parcels established in Section 3.2-215, and driveway width and separation specifications established in Section 4.2-120, where applicable;

6. The location of existing and proposed street trees, associated utilities along street frontage(s), and street lighting: including the type, height and area of illumination;

7. The location of existing and proposed transit facilities;

8. A copy of a Right-of-way Approach Permit application where the property has frontage on an Oregon Department of Transportation (ODOT) facility; and

9. A Traffic Impact Study prepared by a Oregon Licensed Traffic Engineer, where necessary, as specified in Section 4.2-105A.4.

E. A Future Development Plan. Where phasing and/or lots/parcels that are more than twice the minimum lot/parcel size are proposed, the Tentative Plan shall include a Future Development Plan that:

1. Indicates the proposed redivision, including the boundaries, lot/parcel dimensions and sequencing of each proposed redivision in any residential district, and shall include a plot plan showing building footprints for compliance with the minimum residential densities specified in Section 3.2-205.

2. Addresses street connectivity between the various phases of the proposed development based upon compliance with ~~TransPlan~~ the Springfield Transportation System Plan, the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts, Master Plans, ~~Conceptual Development Plans,~~ or the Conceptual ~~Local~~ Street Map and this Code;

3. Accommodates other required public improvements, including, but not limited to, sanitary sewer, stormwater management, water and electricity;

4. Addresses physical features, including, but not limited to, significant clusters of trees and shrubs, watercourses shown on the Water Quality Limited Watercourse Map and their associated riparian areas, wetlands, rock outcroppings and historic features; and

5. Discusses the timing and financial provisions relating to phasing.

F. Additional information and/or applications required at the time of Tentative Plan application submittal shall include the following items, where applicable:

1. A brief narrative explaining the purpose of the proposed land division and the existing use of the property;

2. If the applicant is not the property owner, written permission from the property owner is required;

3. A Vicinity Map drawn to scale showing bus stops, streets, driveways, pedestrian connections, fire hydrants and other transportation/fire access issues within 200 feet of the proposed land division and all existing Partitions or Subdivisions immediately adjacent to the proposed land division;

4. How the Tentative Plan addresses the standards of any applicable overlay district;

5. How the Tentative Plan addresses Discretionary Use criteria, where applicable;

6. A Tree Felling Permit as specified in Section 5.19-100;

7. A Geotechnical Report for slopes of 15 percent or greater and as specified in Section 3.3-500, and/or if the required Site Assessment in Section 5.12-120B. indicates the proposed development area has unstable soils and/or high water table as specified in the *Soils Survey of Lane County*;

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8. An Annexation application as specified in Section 5.7-100 where a development is proposed outside of the city limits but within City's urban growth boundary and can be serviced by sanitary sewer;

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

10. Evidence that any required Federal or State permit has been applied for or approved shall be submitted concurrently;

11. All public improvements proposed to be installed and to include the approximate time of installation and method of financing;

12. Proposed deed restrictions and a draft of a Homeowner's Association Agreement, where appropriate;

13. Cluster Subdivisions shall also address the design standards specified in Section 3.2-230;

14. Where the Subdivision of a manufactured dwelling park or mobile home park is proposed, the Director may waive certain submittal requirements specified in Subsections A. through M. However, the Tentative Plan shall address the applicable standards listed under the park Subdivision approval criteria specified in Section 5.12-125.

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7. Other Proposed Code Housekeeping Changes

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

3.2-200 Residential Zoning Districts

3.2-215 Base Zone Development Standards

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

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3.2-300 Commercial Zoning Districts

3.2-315 Base Zone Development Standards

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

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3.2-400 Industrial Zoning Districts

3.2-420 Base Zone Development Standards

(4) Setback Exceptions:
(b) When additional right-of-way is required, whether by City Engineering standards, the Metro Plan or Springfield Comprehensive Plan (including the ~~TransPlan~~ Springfield Transportation System Plan), or the City's Conceptual ~~Local~~ Street ~~Plan~~ Map, setbacks are based on future right-of-way locations. Right-of-way shall be dedicated prior to the issuance of any building permit that increases required parking.

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3.2-600 Mixed-Use Zoning Districts

3.2-615 Base Zone Development Standards

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

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3.2-635 Phased Development

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

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

3.2-925 Standards for Interim Development

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

A. Receive certification from the Lane County Sanitarian that any proposed wastewater disposal system meets Oregon Department of Environmental Quality (D.E.Q.) standards prior to Development Approval.

B. Interim uses may not be placed on a site in a manner that would impede future development of land designated Urban Holding Area-Employment with urban employment uses.

C. Interim uses may not be placed on a site in manner that would impede extension of infrastructure to serve land designated Urban Holding Area-Employment from developing with urban employment uses.

D. To demonstrate compliance with this provision, and in addition to the special provisions listed in Table A, the Applicant shall submit a Future Development Plan that:

1. Includes a brief narrative explaining the existing and proposed use of the property;

2. Indicates the proposed development footprint on a scaled plot plan of the property;

3. Limits the proposed new development footprint to 1/2 acre or less of the site;

4. Addresses future street connectivity as shown in the Springfield Transportation System Plan, Regional Transportation System Plan, ~~Local Street Network Plan~~Conceptual Street Map, Springfield Comprehensive Plan, applicable Refinement Plans and this Code;

5. Addresses the number and type of vehicle trips to be generated by the proposed use;

6. Addresses the applicable Natural Resources protection, Water Quality Limited Watercourses protection, Floodplain Overlay Development Standards, and Drinking Water Protection Overlay Development Standards of this Code.

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

Minimum Lot/Parcel Sizes	A 50-acre minimum lot/parcel size is applied to lots/parcels 50 acres or larger. A 20-

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

(1) Exemption: Land divisions that create lots/parcels for the purpose of establishing a Natural Resource or Public/Semi-Public Parks and Open Space designation within the floodway, wetland or riparian resource portions of the site may create lots/parcels less than 20 acres within the Natural Resource or Public/Semi-Public Parks and Open Space designation portion of the parent lot/parcel.

(2) Water tanks, silos, granaries, barns and similar accessory structures or necessary mechanical appurtenances may exceed the minimum height standard.

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Section 3.3-1000 Nodal Development Overlay District

3.3-1005 Purpose, Applicability and Review

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

3.3-1015 Location Standards

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

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

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3.4-200 Glenwood Riverfront Mixed-Use Plan District

3.4-265 Base Zone Development Standards

(5) When additional right-of-way is required, whether by City engineering standards, the Metro Plan or Springfield Comprehensive Plan (including the ~~TransPlan~~ Springfield Transportation System Plan), or the City's Conceptual ~~Local~~ Street ~~Plan~~ Map, setbacks are based on future right-of-way locations. Right-of-way shall be dedicated prior to the issuance of any building permit that proposes parking spaces.

3.4-270 Public and Private Development Standards

A. Public Streets, Alleys and Sidewalks

1. Public streets, alleys and sidewalks in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation Chapter and designed and constructed as specified in the Springfield *Engineering Design Standards and Procedures Manual*.

2. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code. The following is an overview of the Glenwood Riverfront street network:

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

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C. Lighting

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

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

1. Bicycle facilities in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation and Open Space Chapters.

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

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

1. The multi-use path shall be as described in the Glenwood Refinement Plan Transportation and Open Space Chapters.

2. Applicable Glenwood Refinement Plan Transportation Plan and Open Space Chapter policies and implementation strategies shall be as specified in Appendix 3 of this Code.

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G. Vehicle/Bicycle Parking and Loading Standards.

1. Vehicle/bicycle parking standards shall be as described in the Glenwood Refinement Plan Transportation and the Housing and Economic Development Chapters.

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2. Applicable Glenwood Refinement Plan Vehicle/Bicycle Parking Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code.

3. Vehicle/bicycle parking and loading standards shall be designed and constructed as specified in this Subsection.

4. Vehicle Parking – General. Adequate vehicle parking shall be provided to support new development and redevelopment in the Glenwood Riverfront, while minimizing adverse visual, environmental, and financial impacts on the public. In line with the land use vision for compact development and a walkable, pedestrian-friendly environment, on-street parking, aboveground and underground off-street parking structures, and parking located within or under buildings shall be encouraged. Locating and designing all required vehicle parking to minimize the visibility of parked cars to pedestrians from street frontages and light and noise impacts of parking lots strengthens the character of the Glenwood Riverfront, reinforces the emphasis on pedestrian, bike, and transit for travel, and minimizes the potential for vehicle/pedestrian conflicts. The Director may require a parking study to determine adequacy of parking to support a given use or proposed development, but parking must not exceed the maximum number of spaces established in Table 3.4-1 except as provided in Section 3.4-270G.8.

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4.2-100 Infrastructure Standards – Transportation

4.2-110 Private Streets

A. Private streets are permitted

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

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

4.7-120 Bed and Breakfast Facilities

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

~~**EXCEPTIONS:**~~

~~**1.** In the Washburne Historic District, Bed and Breakfast facilities may be located on any classification of street.~~

~~**2.** Outside of the Washburne Historic District, Bed and Breakfast Facilities may be located on local streets.~~

~~**3.** All Bed and Breakfast facilities proposed to be placed on local streets shall require Discretionary Use approval as specified in Section 5.9-100.~~

B. The facility shall be owner-occupied.

C. There shall be no more than 4 guest bedrooms.

D. No guest parking is permitted within the front yard setback. Required guest parking shall be screened from public view

E. For structures on the Springfield Historic Inventory, any external modification shall be fully compatible with the original design.

F. A minimum of 25 percent of the lot/parcel shall be landscaped.

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4.7-195 Public/Private Elementary/Middle Schools

A. Schools are identified in the Metro Plan or Springfield Comprehensive Plan as key urban services, which shall be provided in an efficient and logical manner to keep pace with demand.

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8. ~~Parking is limited to 2 spaces for each teaching station in the school plus 1 parking space for each 100 square feet of public indoor assembly area.~~ All parking lots and driveways shall be designated to separate bus and passenger vehicle traffic. All parking lots shall have sidewalks raised a minimum of 6 inches above grade where pedestrians have to cross parking lots to enter or leave the school grounds. The Director may require wider sidewalks at major approaches to schools as deemed necessary for pedestrian safety and capacity.

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

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

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

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

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Section 5.12-100 Land Divisions – Partitions and Subdivisions

5.12-130 Tentative Plan Conditions

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

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

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5.17-100 Site Plan Review

5.17-130 Conditions

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

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

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

5.20-130 Criteria

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

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

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

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

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

3. The Vacation shall not conflict with the provisions of Springfield Municipal Code, 1997; and this Code, including but not limited to, street connectivity standards and block lengths; and

3. There shall be no negative effects on access, traffic circulation, emergency service protection or any other benefit derived from the public right-of-way, publicly owned land or Partition or Subdivision Plat.

C. Notwithstanding the provisions of Subsection B., above where the land affected by the proposed Vacation of public right-of-way, other public land as specified in ORS 271.080, or public easement will remain in public ownership and will continue to be used for a public purpose, the request shall be reviewed under the Type IV procedure. The City Council may approve the Vacation application if it is found to be consistent with the following criteria:

1. The Vacation was initiated by the City Council pursuant to ORS 271.130(1);

2. Notice has been given pursuant to ORS 271.110(1);

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3. Approval of the vacation would be consistent with provision of safe, convenient and reasonably direct routes for cyclists, pedestrians and vehicles as provided in OAR 660-012-00045(3);

4. Whether a greater public benefit would be obtained from the vacation than from retaining the right of way in its present status; and

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

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