MEMORANDUM

Oct 9, 2017

To: TSP Code Implementation Project Interested Parties

From: Core Project Team – Emma Newman, Mark Rust, Michael Liebler, Kristina Kraaz

Re: Revised Preliminary Draft Code Changes (Draft 2)

Springfield City Council and the Lane County Board of Commissioners jointly adopted the Springfield 2035 Transportation System Plan (TSP) in 2014 (Ordinance No. 6314). Chapter 2 of the TSP includes Goals, Policies and Action Items to establish the community’s vision for its transportation system, and establish a framework of policies and action items to guide future implementation over the life of the plan. Specifically, many of the policies are implemented through the Springfield Development Code (SDC).

Therefore, attached is a revised preliminary draft of changes to the SDC implementing applicable TSP policies. The attached is organized into several sections, with the relevant TSP policies and/or actions identified at the beginning of each section, followed by staff commentary as to the rationale for the proposed changes and how they relate to TSP policy objectives.

Revisions made since the first preliminary draft are shown in red track changes text and were in response to feedback from interested parties, the Stakeholder Sounding Board, the Technical Review Team, and the project Oversight Team. We appreciate your comments and suggested edits.

After an iterative revision process, the draft code changes will proceed to work sessions for review by the Springfield and Lane County Planning Commissions and ultimately the City Council and Lane County Board of Commissioners.

To submit comments regarding the attached revised preliminary draft code changes, please email Emma Newman at enewman@springfield-or.gov by Monday, October 23rd with “TSP Code Implementation Project Comments” in the subject line.
TSP Code Implementation Project

Code Draft 2.0 - Summary of New Substantive Changes

• Street Connectivity Standards  
  Lines 271 – 302  
  o “Design” was substituted with “alignment” for clarity since this section is intended to support better street connectivity and a better transportation network  
  o Sections viii and ix were removed since they are covered in other sections of the code and do not add value to this section.

• Cross-Section Illustrative Diagrams  
  Lines 351-353, 540  
  o In response to Sounding Board feedback, we have integrated the illustrative cross-section diagram visuals that represent optional street configurations to correlate with Table 4.2-1 into the Code.

• Table 4.2-1 Minimum Street Right-of-Way and Curb-to-Curb Standards  
  Lines 360-399  
  o This is a new version of the table that was developed based on Oversight Team feedback to make the table more clear and include additional components that may be required within the right-of-way or curb-to-curb width for the different types of street classification.

• Site Cross Access  
  Lines 642-645  
  o Cross access connections were clarified regarding zoning districts and pedestrian connections based on feedback received and discussion with Oversight Team.

• Paving Driveways  
  Lines 667-668  
  o There could be a paved street that does not have full curb and gutter treatment that should have paved driveways for the first 18 feet.

• Accessway Standards  
  Lines 849-863  
  o Adjustments were made to clarify accessway requirements.

• Parking Reductions Not Reducing ADA Spaces  
  Lines 941-942  
  o Ensures that parking reduction options do not apply to the number of ADA spaces required.

TSP Code Implementation Project Website: http://www.springfield-or.gov/dpw/TSP.htm
Staff contact: Emma Newman, 541-726-4585, enewman@springfield-or.gov
• On-Street Parking Credit
  Clarifies that the on-street parking credit only applies in locations where the on-street area is planned and provided for parking purposes. For example, a collector that will be connected in the future and convert the space currently used for on-street parking to a bicycle lane could not be counted for on-street parking credit.

• Parking Reduction Exception – Proximity to Multi-Use Path
  The Sounding Board was supportive of parking reductions being eligible for sites in close proximity to a regional multi-use path. Since regional transportation oriented multi-use paths are not officially identified, we added examples of “substantial evidence” options, including multi-use paths that would likely reduce the need for on-site parking demand.

• Emergency Shelter Homes
  Removed in Table 4.6-2 as a Use per Oversight Team’s direction. Other provisions in the code account for emergency shelter and car camping.

• Bicycle Parking Location
  Language was added to define previous language that stated bicycle parking shall “be provided within a convenient distance of and clearly visible from the main entrance to the building or point of entry to the use determined by the City” for short-term and long-term exterior parking. Safety considerations were also incorporated.
# TSP Code Implementation Project

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<td>54</td>
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PROPOSED SPRINGFIELD DEVELOPMENT CODE (SDC) AMENDMENTS
DRAFT 10/5/17

OT, City TRT, OT, external TRT, SSB, and OT feedback incorporated.

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 be 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. All text changes made since the first draft reviewed by the Stakeholder Sounding Board and Technical Review Team are shown in track changes in red. 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 and pedestrian trails” 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.

Chapter 3 – Land Use Districts

3.2-200 Residential Zoning Districts

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>Residential Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LDR</td>
</tr>
<tr>
<td><strong>Public and Institutional Uses</strong></td>
<td></td>
</tr>
<tr>
<td>Churches (Section 4.7-130)</td>
<td>D*</td>
</tr>
<tr>
<td>Educational facilities: public/private elementary/middle schools (Section 4.7-195)</td>
<td></td>
</tr>
<tr>
<td>1 to 5 students in a private home (in a 24-hour period)</td>
<td>P*</td>
</tr>
<tr>
<td>6 or more students (Section 4.7-195)</td>
<td>D*</td>
</tr>
<tr>
<td>Parks: neighborhood and private (Section 4.7-200)</td>
<td>P/D*</td>
</tr>
<tr>
<td><strong>Linear Park</strong></td>
<td>P</td>
</tr>
</tbody>
</table>

3.2-300 Commercial Zoning Districts

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>Commercial Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NC</td>
</tr>
<tr>
<td><strong>Transportation Facilities (Section 4.7-240):</strong></td>
<td></td>
</tr>
<tr>
<td>Bus terminals</td>
<td>N</td>
</tr>
<tr>
<td>Dock, boat ramps and marinas</td>
<td>N</td>
</tr>
<tr>
<td>Heliports</td>
<td>N</td>
</tr>
<tr>
<td>Helistops</td>
<td>N</td>
</tr>
<tr>
<td><strong>Linear Park</strong></td>
<td>P</td>
</tr>
</tbody>
</table>

3.2-400 Industrial Zoning Districts

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>Industrial Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LMI</td>
</tr>
</tbody>
</table>
### Other Uses

<table>
<thead>
<tr>
<th>Use</th>
<th>CI District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural cultivation of undeveloped land</td>
<td>P</td>
</tr>
<tr>
<td>Business, labor, scientific and professional organizations and headquarters</td>
<td>P</td>
</tr>
<tr>
<td>Public utility facilities:</td>
<td></td>
</tr>
<tr>
<td>High impact facilities (Section 4.7-160)</td>
<td>S</td>
</tr>
<tr>
<td>Low impact facilities</td>
<td>P</td>
</tr>
<tr>
<td>Private/public Elementary and Middle Schools (Section 4.7-195)</td>
<td>D*</td>
</tr>
<tr>
<td>Certain Wireless Telecommunications Systems Facilities</td>
<td>See Section 4.3-145</td>
</tr>
<tr>
<td>Linear Park</td>
<td>P</td>
</tr>
</tbody>
</table>

### 3.2-415 Schedule of Campus Industrial Use Categories

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<tr>
<th>Use Categories/Uses</th>
<th>CI District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advertising, marketing, and public relations</td>
<td>P</td>
</tr>
<tr>
<td>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)</td>
<td>P</td>
</tr>
<tr>
<td>Blueprinting and photocopying</td>
<td>P</td>
</tr>
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<td>Business Parks (2)</td>
<td>P</td>
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<tr>
<td>Call centers that process predominantly inbound telephone calls</td>
<td>P</td>
</tr>
<tr>
<td>Computer systems design services</td>
<td>P</td>
</tr>
<tr>
<td>Corporate headquarters, regional headquarters, and administrative offices (4)</td>
<td>P</td>
</tr>
<tr>
<td>Data processing and related services</td>
<td>P</td>
</tr>
<tr>
<td>E (electronic)-commerce including mail order houses</td>
<td>P</td>
</tr>
<tr>
<td>Educational facilities in business parks including, but not limited to, professional, vocational and business schools; and job training and vocational rehabilitation services</td>
<td>P</td>
</tr>
<tr>
<td>Graphic art services</td>
<td>P</td>
</tr>
<tr>
<td>High Impact Public Facilities (10)</td>
<td>P</td>
</tr>
<tr>
<td>Internet and web site and web search portal (includes services and technical support center)</td>
<td>P</td>
</tr>
<tr>
<td>Laboratories, including medical, dental and x-ray</td>
<td>P</td>
</tr>
<tr>
<td>Large- and medium-scale research and development complexes (6)</td>
<td>P</td>
</tr>
<tr>
<td>Light industrial manufacturing involving the secondary processing of previously prepared materials into components or the assembly of components into finished products (1)</td>
<td>P</td>
</tr>
<tr>
<td>Mail distribution facilities (5)</td>
<td>P</td>
</tr>
<tr>
<td>Management, consulting, and public relations offices</td>
<td>P</td>
</tr>
<tr>
<td>Media productions, including, but not limited to: TV and radio broadcasting studios as well as cable and other program distribution and motion picture production</td>
<td>P</td>
</tr>
<tr>
<td>Linear Park</td>
<td>P</td>
</tr>
<tr>
<td>Non-profit organization office</td>
<td>P</td>
</tr>
<tr>
<td>Printing and publishing</td>
<td>P</td>
</tr>
<tr>
<td>Professional membership and union offices</td>
<td>P</td>
</tr>
<tr>
<td>Satellite telecommunications</td>
<td>P</td>
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</table>
Software development (includes services and technical support center) and publishing

Wired or wireless telecommunications carrier offices

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3.2-600 Mixed-Use Zoning Districts

3.2-610 Schedule of Use Categories

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<th>Use Categories/Uses</th>
<th>MUC</th>
<th>MUE</th>
<th>MUR</th>
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</thead>
<tbody>
<tr>
<td>Transportation Facilities</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heliports</td>
<td>N</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Helistops</td>
<td>N</td>
<td>P</td>
<td>N</td>
</tr>
<tr>
<td>Public transit station, without park and ride lot</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Linear Park</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>

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3.2-700 Public Land and Open Space Zoning District

3.2-710 Schedule of Use Categories

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<th>PLO District</th>
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</thead>
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<td>Primary Uses (Section 4.7-203)</td>
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<tr>
<td>Parks and Open Spaces</td>
<td></td>
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<tr>
<td>Public and private parks and recreational facilities;</td>
<td></td>
</tr>
<tr>
<td>Linear Park</td>
<td>P</td>
</tr>
<tr>
<td>Neighborhood Parks</td>
<td>P</td>
</tr>
<tr>
<td>Community Parks</td>
<td>S</td>
</tr>
<tr>
<td>Regional Parks</td>
<td>S</td>
</tr>
<tr>
<td>Private areas of greater than 1 acre reserved for open space as part of a cluster or hillside development</td>
<td>P</td>
</tr>
<tr>
<td>Publicly and privately owned golf courses and cemeteries</td>
<td>D</td>
</tr>
<tr>
<td>R.V. parks and campgrounds within a regional park</td>
<td>S</td>
</tr>
<tr>
<td>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</td>
<td>D</td>
</tr>
</tbody>
</table>

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### 3.2-800 Quarry and Mining Operations Zoning District

#### 3.2-810 Schedule of Use Categories

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<thead>
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<th>Uses/Use Categories/Uses</th>
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</tr>
</thead>
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<tr>
<td>Extracting and storing of rocks and minerals, including equipment and materials necessary to carry out these functions</td>
<td>P</td>
</tr>
<tr>
<td>Plants for the processing of minerals from quarry and mining extraction operations</td>
<td>P</td>
</tr>
<tr>
<td>Sale of products generated from the quarrying and mining operation</td>
<td>P</td>
</tr>
<tr>
<td>Activities permitted as part of the reclamation process</td>
<td>P</td>
</tr>
<tr>
<td>Structures and buildings used in conjunction with the extracting and storing of mineral</td>
<td>P</td>
</tr>
<tr>
<td>Parking facilities for employees and customers</td>
<td>P</td>
</tr>
<tr>
<td>Tree felling necessary to prepare a site for mining or as a quarry activity as specified in Section 5.19-100</td>
<td>P</td>
</tr>
<tr>
<td>Low impact public facilities</td>
<td>P</td>
</tr>
<tr>
<td>High impact public facilities</td>
<td>P</td>
</tr>
<tr>
<td>Certain Wireless Telecommunications Systems Facilities (Section 4.3-145)</td>
<td>P</td>
</tr>
<tr>
<td>Night watchperson’s quarters</td>
<td>P</td>
</tr>
<tr>
<td><strong>Linear Park</strong></td>
<td>P</td>
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### 3.3-815 Schedule of Use Categories when there is an Underlying Residential, Commercial, or Industrial District

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<th>Residential</th>
<th>Commercial</th>
<th>Industrial</th>
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<td>Agricultural uses and structures</td>
<td>P</td>
<td>P</td>
<td>P</td>
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<td>Child care facility (Section 4.7-125)</td>
<td>S</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Detached single-family dwellings and manufactured homes (Section 3.3-825)</td>
<td>P</td>
<td>N</td>
<td>N</td>
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<tr>
<td>Home Occupations (Section 4.7-165)</td>
<td>S</td>
<td>S</td>
<td>S</td>
</tr>
<tr>
<td>Neighborhood parks that do not require urban services (Section 4.7-200)</td>
<td>S*</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Partitions (Section 3.3-825E.)</td>
<td>P</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>Property Line Adjustments</td>
<td>P</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>High Impact Facilities (Section 4.7-160)</td>
<td>S*</td>
<td>S*</td>
<td>S*</td>
</tr>
<tr>
<td>Low Impact Facilities</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Temporary sales/display of produce, the majority of which is grown on the premises (Section 4.8-125)</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Tree felling (Section 5.19-100)</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>R.V. parks and campgrounds (Section 4.7-220D.)</td>
<td>S*</td>
<td>N</td>
<td>N</td>
</tr>
<tr>
<td>RV parks and campgrounds that do not require urban services (Section 4.7-220D.)</td>
<td>N</td>
<td>D*</td>
<td>D*</td>
</tr>
<tr>
<td>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.)</td>
<td>N</td>
<td>D*</td>
<td>D*</td>
</tr>
<tr>
<td>Expansion or replacement of lawful uses permitted in the underlying commercial or industrial district (Section 3.3-825F.)</td>
<td>N</td>
<td>P*</td>
<td>P*</td>
</tr>
<tr>
<td>Expansion or replacement of lawful Discretionary Uses in the underlying zoning district (Section 3.3-825F.)</td>
<td>N</td>
<td>D*</td>
<td>D*</td>
</tr>
<tr>
<td>New Permitted and Specific Development Standards in the underlying zoning district within existing structures (Section 3.3-825F.)</td>
<td>N</td>
<td>P*</td>
<td>P*</td>
</tr>
<tr>
<td>Manufactured home (night watch person) or manufactured unit (office) in an industrial district (Sections 4.7-185 and 4.7-170)</td>
<td>N</td>
<td>N</td>
<td>S*</td>
</tr>
<tr>
<td>Certain Wireless Telecommunications Systems Facilities</td>
<td>See Section 4.3-145</td>
<td>See Section 4.3-145</td>
<td>See Section 4.3-145</td>
</tr>
<tr>
<td>Linear Park</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>
### 3.4-300 Booth-Kelly Mixed-Use Plan District

#### 3.4-320 Schedule of Use Categories

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>BKMU District</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation Facilities (Section 4.7-240):</strong></td>
<td></td>
</tr>
<tr>
<td>Bus terminals</td>
<td>D</td>
</tr>
<tr>
<td>Docks and marinas</td>
<td>D</td>
</tr>
<tr>
<td>Heliports</td>
<td>S</td>
</tr>
<tr>
<td>Helistops</td>
<td>S</td>
</tr>
<tr>
<td><strong>Linear Park</strong></td>
<td>P</td>
</tr>
<tr>
<td>Train Stations</td>
<td>S</td>
</tr>
</tbody>
</table>

**********
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. ...
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, pedestrian trails, 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, pedestrian trails, and bikeways 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, pedestrian trails, 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.

**********

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 right-of-way, 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).

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, 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 connectivity standards shall be used in evaluating street alignment proposals. Streets not shown on one or different from an adopted plan or that are different from the Conceptual Local Street Map are presumed to meet the following standards. In addition to any streets shown on an adopted plan or the Conceptual Street Map, streets not shown on any plan shall be required to meet the following standards. 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 align to efficiently and safely accommodate all modes of travel including emergency fire and medical service vehicles.

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

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

iv. New streets shall be designed to accommodate pedestrians and bicycles safely.

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

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

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

viii. Streets with identified, as future transit routes identified in the Springfield Transportation System Plan shall be designed to safely, efficiently and physically accommodate transit vehicles and passengers.


x. Streets shall 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 and/or engineering principles, the Director, in consultation with the Public Works Director, may modify the
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 streets shall be dedicated through the approval of a subdivision plat, or by acceptance of a deed when approved by the City for general traffic circulation, as specified in the Metro Plan or Springfield Comprehensive Plan and the TransPlan Springfield Transportation System Plan.

C. Minimum street curb-to-curb widths and minimum street right-of-way widths are as specified in Table 4.2-1, unless otherwise indicated in TransPlan the Springfield Transportation System Plan, an applicable Refinement Plan, Plan District, Master Plan, Conceptual Development Plan, the Conceptual Local Street Plan Map, 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. Sample street layouts meeting minimum street standards are provided in Figures 4.2-B through 4.2-P for illustrative purposes only.
Table 4.2-1

<table>
<thead>
<tr>
<th>Minimum Street Right-of-Way and Curb-to-Curb Width Specifications Standards</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Type of Street</th>
<th>Minimum Right-of-Way</th>
<th>Minimum Curb-to-Curb Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking On Both Sides</td>
<td>100’</td>
<td>76’</td>
</tr>
<tr>
<td>Parking One Side</td>
<td>92’</td>
<td>68’</td>
</tr>
<tr>
<td>No Street Parking</td>
<td>84’</td>
<td>60’</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking On Both Sides</td>
<td>76’</td>
<td>52’</td>
</tr>
<tr>
<td>Parking One Side</td>
<td>68’</td>
<td>44’</td>
</tr>
<tr>
<td>No Street Parking</td>
<td>60’</td>
<td>36’</td>
</tr>
<tr>
<td>Collector</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking On Both Sides</td>
<td>60’</td>
<td>36’</td>
</tr>
<tr>
<td>Parking One Side</td>
<td>48’</td>
<td>28’</td>
</tr>
<tr>
<td>No Street Parking</td>
<td>36’</td>
<td>26’</td>
</tr>
<tr>
<td>Local Street &lt;15 percent slope</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Both Sides</td>
<td>57’/50’/41’</td>
<td>36’/28’/20’</td>
</tr>
<tr>
<td>Parking One Side</td>
<td>49’</td>
<td>28’</td>
</tr>
<tr>
<td>No Street Parking</td>
<td>41’</td>
<td>20’</td>
</tr>
<tr>
<td>Local Street ≥15 percent slope</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Both Sides</td>
<td>48’/40’/32’</td>
<td>36’/28’/20’</td>
</tr>
<tr>
<td>Parking One Side</td>
<td>40’</td>
<td>28’</td>
</tr>
<tr>
<td>No Street Parking</td>
<td>32’</td>
<td>20’</td>
</tr>
<tr>
<td>Cul-de-Sac Bulb</td>
<td>83’</td>
<td>70’</td>
</tr>
<tr>
<td>Alley</td>
<td>20’</td>
<td>20’</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Right-of-Way (1)</th>
<th>Curb-to-Curb Width (1)</th>
<th>Travel Lanes</th>
<th>Travel Lanes Width</th>
<th>Turn Lane Width (2)</th>
<th>Bicycle Lanes</th>
<th>Planting Strip and Curb (3)</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial</td>
<td>100’/92’/84’</td>
<td>76’/69’/60’</td>
<td>4</td>
<td>12’</td>
<td>14’ where required</td>
<td>6’ both sides</td>
<td>5’</td>
<td>7’ both sides</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>76’/68’/60’</td>
<td>52’/44’/36’</td>
<td>2</td>
<td>12’</td>
<td>14’ where required</td>
<td>6’ both sides</td>
<td>5’</td>
<td>7’ both sides</td>
</tr>
<tr>
<td>Major Collector</td>
<td>72’/64’/56’</td>
<td>52’/44’/36’</td>
<td>2</td>
<td>12’</td>
<td>14’ where required</td>
<td>6’ both sides</td>
<td>5’</td>
<td>5’ both sides</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>70’/62’/58’</td>
<td>50’/42’/34’</td>
<td>2</td>
<td>11’</td>
<td>13’ where required</td>
<td>6’ both sides</td>
<td>5’</td>
<td>5’ both sides</td>
</tr>
<tr>
<td>Local Street &lt;15 percent slope</td>
<td>57’/49’/41’</td>
<td>36’/28’/20’</td>
<td>2</td>
<td>10’</td>
<td>N/A</td>
<td>Not required</td>
<td>5’</td>
<td>5’ both sides</td>
</tr>
<tr>
<td>Local Street</td>
<td>48’/40’/32’</td>
<td>36’/28’/20’</td>
<td>2</td>
<td>10’</td>
<td>N/A</td>
<td>Not required</td>
<td>5’</td>
<td>5’ both sides</td>
</tr>
</tbody>
</table>
≥15 percent slope (4)

<table>
<thead>
<tr>
<th>Cul-de-sac Bulb</th>
<th>83' diameter</th>
<th>70' diameter</th>
<th>N/A</th>
<th>N/A</th>
<th>N/A</th>
<th>N/A</th>
<th>5' around bulb</th>
<th>5' around bulb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alley</td>
<td>20'</td>
<td>No curbs, 18' paving width</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Not required</td>
<td>Not required</td>
</tr>
</tbody>
</table>

(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 where required. Minimum curb-to-curb width for major arterial streets includes four (4) 12-foot wide travel lanes and two (2) 6-foot wide bicycle lanes. Minimum right-of-way width for arterial streets includes the minimum curb-to-curb width and a 6" curb, 4.5-foot planting strip, and 7-foot sidewalks on both sides of the street. Where on-street parking is indicated, parking width is 8 feet per side of street. 20' streets are allowed with approved parking bays of 8'x 24' per vehicle.

(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. Minimum curb-to-curb width for minor arterials includes two (2) 12-foot wide travel lanes and two (2) 6-foot wide bicycle lanes. Minimum right-of-way width includes the minimum curb-to-curb width and a 6" curb, 4.5-foot planting strip, and 7-foot sidewalks on both sides of the street. Where on-street parking is indicated, parking width is 8 feet per side of street. 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.

(3) Minimum curb-to-curb width for collectors includes two (2) 12-foot wide travel lanes and two (2) 6-foot wide bicycle lanes. Minimum right-of-way width includes the minimum curb-to-curb width and a 6" curb, 4.5-foot planting strip, and 5-foot sidewalks on both sides of the street. Where on-street parking is indicated, parking width is 8 feet per side of street.

(4) Additional curb-to-curb width and right-of-way may be required to accommodate a center turn lane and/or center median where significant volumes of left-turn traffic occur or safety is an issue.

(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 less than 15% slope includes two (2) 10-foot wide travel lanes. Minimum right-of-way width includes the minimum curb-to-curb width and a 6" curb, 4.5-foot planting strip, and 5-foot sidewalks on both sides of the street, plus includes 6" behind the sidewalk for property pins. Where on-street parking is indicated, parking width is 8 feet per side of street.

(6) Slope is the average slope of the development area per the calculation in SDC 3.3-520.A. Minimum curb-to-curb width for local streets greater than or equal to 15% slope includes two (2) 10-foot wide travel lanes. Minimum right-of-way width includes the minimum curb-to-curb width and a 6" curb and 5-foot sidewalks on both sides of the street, plus 6" behind the sidewalk for property pins. Where on-street parking is indicated, parking width is 8 feet per side of street.

(7) Alleys do not have curbs; 20' is the entire paving width.

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 terminate in cul-de-sac bulb, “hammerhead,” or other design that provides an adequate vehicular turn-around area as may be approved by the Public Works Director and the Fire Marshal. **Turn around areas shall must be designed to optimize Public Works access and pedestrian and bicycle connections when possible.**

2. A dead-end street, excluding the bulb or other approved vehicular turn-around area, shall have a minimum length of 65 feet and shall have a maximum length of 400 feet as measured from the nearest curb line of the intersecting street. The right-of-way and paving requirements for cul-de-sacs, including the bulb or other approved vehicular turn-around area, are as specified in 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, partial cul-de-sac bulbs and private driveways.

F. Where necessary to ensure that adequate access will be feasible for the orderly development and/or division of adjacent land or to provide for the transportation and access needs of the City as determined by the Public Works Director, streets shall be connected and/or extended to the appropriate boundary of the property proposed to be developed, partitioned or subdivided. The developer shall 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 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.** Where a development would result in the need to improve a railroad crossing, or an approach to a railroad crossing, the developer shall bear the cost for the permitting and improvements and permitting. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.

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

1. All traffic control signs, traffic control devices, 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.** Bus turn out lanes shall be consistent with current standards in the City’s Engineering Design Standards and Procedures Manual adopted Lane Transit District construction and design standards and location policies.

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

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

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**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 shall not exceed the following maximums:
   1. 1,400 feet in Mixed-Use Districts consistent with standards in SDC 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 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 shall 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 SDC 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 be as close to 600 feet as possible to the applicable maximum. The Director will authorize an exceedance exception only if the applicant/developer demonstrates that the existence of any of the following conditions justifies the exceedance exception:
   A. Physical conditions that cannot be mitigated preclude a block length of 600 feet or less 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;
   B. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots/parcels that physically preclude a block length of 600 feet or less necessitate a block length or block perimeter that is longer than the applicable maximum, considering the potential for redevelopment;
   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 are entitled to an approved driveway access provided by either direct access to a:
   a. Public street or alley along the frontage of the property;
   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. Sites with abutting parking areas within the same zoning district may be required by the Director to provide driveway connections and/or pedestrian connections internal to the sites and joint access agreements to provide efficient connectivity and preserve public street functions and capacity.
B. Driveways shall 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 streets may be permitted if no reasonable alternative street access exists or where heavy use of local streets is inappropriate 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 Public Works Standard Construction Specifications.

Table 4.2-2

<table>
<thead>
<tr>
<th>Land Use</th>
<th>1-Way Driveway Width</th>
<th>2-Way Driveway Width</th>
<th>Transition Width</th>
<th>Driveway Throat Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family and Duplexes (3)</td>
<td>12’/16’</td>
<td>12’/24’(1)</td>
<td>3’/3’</td>
<td>N.A.</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>24’/35’(1)</td>
<td>5’/8’</td>
<td>18’(2)</td>
<td></td>
</tr>
<tr>
<td>Commercial/Public Land (4)(5)</td>
<td>12’/18’</td>
<td>24’/35’(1)</td>
<td>8’/N.A.</td>
<td>18’(2)</td>
</tr>
<tr>
<td>Industrial</td>
<td>12’/18’</td>
<td>24’/35’(1)</td>
<td>8’/N.A.</td>
<td>18’(2)</td>
</tr>
</tbody>
</table>

(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 A Driveways serving a single-family or duplex dwellings must be paved for the first 18 feet when for a distance of at least 18 feet from the property line when abutting a curb and gutter paved street; these driveways may be graveled surfaced for the remainder of their length. A Residential Driveways abutting an unimproved gravel streets shall be may be graveled surfaced until the abutting street is paved. Permeable pavement is allowed on a residential driveways 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 shall not otherwise be allowed between the street and primary building, consistent with Municipal Code 5.002(11).

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

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4.2-130 Vision Clearance Area

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

B. Nothing over 2 ½ feet shall be erected, planted, or allowed to grow within the vision clearance area. No screens, plantings, or other physical obstructions are permitted between 2 ½ and 8 feet above the established height of the curb in the triangular vision clearance area.

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

C. The clear vision clearance area 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 clearance areas:

<table>
<thead>
<tr>
<th>Type of Intersection</th>
<th>Measurement Along Each Property Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any Street</td>
<td>20 ½ feet(1)</td>
</tr>
<tr>
<td>Any Alley</td>
<td>15 feet(1)</td>
</tr>
<tr>
<td>Any Driveway</td>
<td>10 feet(1)</td>
</tr>
</tbody>
</table>

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

**EXCEPTION:** The Director may require that the vision clearance area be increased to be consistent with the sight distance standards and requirements in the AASHTO Green Book when safety concerns warrant the increase.

**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.

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, but shall physically transition to comply with current sidewalk standards as determined by the Director.
C. Planter strips are may be required as part of sidewalk construction. Planter strips shall 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 shall 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: Curbside sidewalks or planter strips less than 4.5 feet wide may be permitted when necessary for connectivity, safety, and to comply with street design requirements subject to approval by the Director.

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, 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 planter strips, in individual tree wells within a sidewalk, roundabouts, or medians.

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

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

B. Existing Street Trees.

1. Street Tree Retention Standards. Existing trees may meet the requirement for street trees (i.e., trees on the City Street Tree List specified in the City’s Engineering and Design Standards and Procedures Manual with a minimum caliper 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 exempt from the tree felling regulations specified in Section 5.19-100.
   b. Any existing street trees on private property cannot be removed 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 subject to the tree felling standards specified in Section 5.19-100.
   c. Existing street trees on private property shall not be removed to accommodate additional or expanded driveways.

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 shall be 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.

4.2-145 Street Lighting

Public street lighting design and placement is specified in the City’s *Engineering Design Standards and Procedures Manual* and the *Development & Public Works Standard Construction Specifications* and is approved by the Public Works Director.

A. Street lighting shall be included with all new developments or redevelopment. Existing street lights shall 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 installation costs.

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

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.

4.2-150 Bikeways and Multi-Use Paths

Bikeways. Development abutting existing or proposed paved bikeways and multi-use paths 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 shall include provisions for the extension of these facilities through the development area by the dedication of easements or rights-of-way. The developer shall bear the cost of bikeway or 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. Paved bikeways and multi-use paths shall be designed and constructed as specified in the City’s Engineering Design Standards and Procedures Manual.

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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 be located on publicly-owned property or dedicated as public right-of-way during the development review process.

EXCEPTIONS:
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; or
3. Site constraints preclude the ability to dedicate right-of-way without impacting setback requirements or other development standards. In such cases, the Director may authorize dedication of an easement or otherwise modify the accessway standards below.

B. Accessways shall comply with the following design standards:
1. Where an accessway is proposed for only bicycle and/or pedestrian travel, the right-of-way travel path shall must be paved a minimum of 12 feet wide with either asphalt concrete or Portland Cement concrete. Any necessary light standards shall be installed outside of the 12-foot travelway, but within the public right-of-way. Additional right-of-way or easement area must be provided to accommodate lighting where required.
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 emergency travel path shall must be a
minimum of 20 feet wide; consisting of a 10-foot wide area paved with either asphalt concrete or Portland Cement concrete and 2 additional 45-foot wide areas that may be turf block, grass-concrete or other similar permeable material approved by the Public Works Director on a base of gravel capable of supporting fire equipment weighing 80,000 pounds. Any necessary light standards shall be installed outside the 20-foot travel path paved area, but within the public right-of-way. Additional right-of-way or easement area shall be dedicated to accommodate lighting where required.

3. In addition to the locational standards for accessway lighting specified in Subsections 1. and 2. above, any street light installed in an accessway shall be a City-approved pedestrian-scale lighting as specified in the Engineering Design Standards and Procedures Manual.

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 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.

### 4.6-100 Vehicle Parking, Loading and Bicycle Parking Standards

#### 4.6-110 Motor Vehicle Parking—General

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

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

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

- The Director may authorize a reduction in the number of required parking spaces without a Variance:
  - Based on an approved Parking Study, prepared by a Transportation Engineer; and/or
  - 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
  - Based on an affirmative finding by the Director that the exception will have no negative impacts on neighboring properties; and
  - All installed parking shall conform 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 not 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 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 4.6-110.M.

**D.** Required parking spaces shall be available for the parking of passenger automobiles vehicles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials.
Parking for company motor vehicles that remain on the premises overnight 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** 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, parking spaces in a public right-of-way directly abutting the development area may be counted as fulfilling a part of the parking requirements for a development as follows: For each 18 feet of available on-street parking, there will be 1/2 space credit toward the required amount of off-street parking spaces. The developer is responsible for marking any on-street spaces.

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

**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.

**JL.** 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.

**KJ.** Reduction Credit for ADA Improvements for Frequent Transit Corridors. Development sites abutting or within 1/4-mile of an existing or proposed Frequent Transit Corridor may request an additional 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 to fund ADA improvements in the public rights of way, as follows:

the ADA contribution will be equal to the base curb ramp fee multiplied by each set of four parking spaces
reduced, rounded up to the next whole number (i.e. 1 base curb ramp fee for 1-4 spaces reduced, 2x’s the
base curb ramp fee for 5-8 spaces, etc.). The base curb ramp fee shall be set by Council Resolution and
shall 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.

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 vehicle parking required in Table 4.6-2 may
be applied using the credits, allowances, and exceptions to minimum parking requirements established in
this Code.

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
4.6-110.K. above, based on substantial evidence that less than the minimum required parking spaces
would be utilized, including but 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.

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, and 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. 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.

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 have a durable, dust free surfacing of Asphalitic concrete,
Portland cement concrete or other materials as specified in the Building Safety Codes and approved by
the City Engineer. Permeable pavement meeting standards in the City’s Engineering
Design Standards and Procedures Manual may be allowed by the City Engineer for parking areas and
driveways. Parking lot surfacing shall not encroach upon the public right-of-way.

B. Adequate drainage improvements shall be provided to dispose of manage all on-site run-off. Provisions
shall be made for the on-site collection of drainage waters to eliminate sheet flow onto sidewalks, public
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.

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.”

H. Parking Spaces For Disabled Persons.

1. Parking spaces for disabled persons 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 shall be as specified in
Section 1104 of the Structural Specialty Code.

I. Motor Vehicle Parking Space Reduction Credit. Bicycle parking may substitute for up to 25 percent of
required vehicle parking. For every 5 non-required bicycle parking spaces that meet the short or long term
bicycle parking standards specified in Table 4.6-3, the motor vehicle requirement is reduced by 1 space.
Existing parking may be converted to take advantage of this provision.
Staff Commentary: Text proposed below in SDC 4.6-125 furthers TSP Policy 2.7, Action 1 to foster economic development by establishing maximum quantities of off-street parking, based on 125% of the minimum parking required. Establishing a parking maximum, with allowances for exceeding that percentage, supports better site utilization for productive, revenue-generating use and has precedent in other communities. For example, Eugene limits parking for non-residential uses to 125% of the minimum required. Corvallis limits parking for any site to 130% of the minimum required, and Bend limits surface parking to 150% of the minimum required. Under the existing Springfield Development Code, a maximum parking limitation is provided only for non-residential uses in Mixed Use Districts (i.e., 120% of the minimum required in SDC 4.6-125G.1.b.) and the Glenwood Riverfront Mixed-Use Plan District area.

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

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

Revisions to Special Provisions in SDC 4.6-125A. for the downtown area clarify the basis for, and boundaries of, the Downtown Exception Area, and establish that off-street surface parking is permitted in the downtown area only as a secondary use, and must be located behind a primary structure. 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.

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Parking Requirements (1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings-single-family, duplexes and manufactured</td>
<td>2 for each dwelling</td>
</tr>
<tr>
<td></td>
<td>1 for each dwelling when on-street parking is planned and provided,</td>
</tr>
<tr>
<td></td>
<td>or 2 for each dwelling when no on-street parking is provided or when provided on-street parking in planned to be eliminated or repurposed</td>
</tr>
<tr>
<td>Dwellings-cluster subdivisions</td>
<td>See applicable dwelling unit</td>
</tr>
<tr>
<td>Dwellings-multiple family other than quads or quints</td>
<td>1 for each dwelling unit</td>
</tr>
<tr>
<td>Dwellings-quads or quintts</td>
<td>0.75 for each bedroom</td>
</tr>
<tr>
<td>Use</td>
<td>Minimum and Maximum Parking Requirements (1) (2)</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>---------------------------------------------------</td>
</tr>
<tr>
<td>Child Care Centers</td>
<td>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</td>
</tr>
<tr>
<td>Education Facilities</td>
<td>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.</td>
</tr>
<tr>
<td>Group Care Facilities</td>
<td>0.25 for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.</td>
</tr>
<tr>
<td>Public Utility Facilities</td>
<td>None, unless utility vehicles will be parked overnight.</td>
</tr>
<tr>
<td>Transient Accommodations</td>
<td></td>
</tr>
<tr>
<td>Bed and breakfast facilities, boarding and rooming houses and hotels</td>
<td>1 plus 1 for each guest bedroom</td>
</tr>
<tr>
<td>Emergency shelter homes</td>
<td>No minimum or maximum</td>
</tr>
<tr>
<td>Youth hostels</td>
<td>0.3 for each guest bedroom</td>
</tr>
<tr>
<td>Eating and drinking establishments</td>
<td>1 for each 100 square feet of gross floor area.</td>
</tr>
<tr>
<td>Recreational facilities and religious, social and public institutions</td>
<td>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.</td>
</tr>
<tr>
<td>Retail sales, personal service, including small scale repair and maintenance and offices</td>
<td>1 for each 300 square feet of gross floor area.</td>
</tr>
<tr>
<td>Shopping centers and malls</td>
<td>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</td>
</tr>
<tr>
<td>Transportation facilities</td>
<td>1 for each 300 square feet of gross floor area not including vehicle storage areas.</td>
</tr>
<tr>
<td>Warehouse commercial sales</td>
<td>1 for each 600 square feet of gross floor area.</td>
</tr>
<tr>
<td>Manufacture and assembly, and other primary industrial uses</td>
<td>1 for each 500 square feet industrial of gross floor area (manufacture and assembly) for each 1000 square feet of gross floor area (warehousing)</td>
</tr>
<tr>
<td>Secondary industrial uses</td>
<td>See applicable use in this table</td>
</tr>
</tbody>
</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 SDC 4.6-110. Upon the Director’s approval, parking for a given development may be based upon the current version of the Institute of Transportation Engineers (ITE) Parking Manual or an approved Parking Generation Study prepared by a licensed engineer as an alternative to the minimum off-street parking required in Table 4.6-2.

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 approved 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 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 All off-street surface parking shall be allowed only as a secondary use in support of one or more primary uses on a development site, and shall not be allowed as a new stand-alone primary use. All off-street surface parking shall be located behind the primary structure. All off-street surface parking shall conform to the design standards of this Section.

B. Commercial Districts.

1. Parking lots in the Neighborhood Commercial (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.

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.

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

3. A minimum of 4 off-street parking spaces shall be required for all sites in commercial zoning districts, 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 SDC 4.6-110, parking spaces may be reduced in LMI, HI, or SHI zoning districts on a 1-for-1 basis when the number of spaces required is more than the number of employees working on the busiest shift, provided that a landscaped area equal to the total number of spaces reduced shall be held in reserve for future use.

D. Campus Industrial (CI) District.

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

EXCEPTIONS:

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

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

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

3. Truck parking for vehicles necessary for the operation of the facility may be located either:
a. Within an enclosed building; or
b. Outside of a building if the following standards are met and shall:
   i. Be prohibited in all front and street-side yards;
   ii. Meet the building setback standards specified in Section 3.2-420; and
   iii. Be screened as specified in Section 3.2-445.

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

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

**G. Mixed Use Districts.**

1. **Nonresidential Requirements.**

   a. Off-street surface parking shall 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 comply with the standards specified in Table 4.6-2 unless reduced under applicable provisions in this Code.

   **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 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 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/extension.

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 bicycle 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.

Chapter 4 – Development Standards

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.

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

a. Supports the bicycle frame in a stable position without damage to wheels, frames, or components and provides two points of contact; and
b. Allows locking of the frame and one or both wheels with a U-lock; and

c. Is securely anchored to the ground or to a structure; and

d. Resists cutting, rusting, bending, or deformation, both from natural causes and from human abuse; and

e. 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).

A.B.

BA. 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 shall be constructed and installed in accordance with Section 4.6-150 and Figure 4.6-B. 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.

CB. 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.

CD. Short-term bicycle parking shall 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 shall must have a minimum 7-foot overhead clearance and shall must completely cover the bicycle parking rack and any bicycles that are parked in the way the rack was designed to be used.

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

Figure 4.6-B
Two spaces per rack

- 2 feet clear
- 3 feet between racks
- 2 feet clear

- 6 feet length of bicycle space
- 2 feet rack length
- 18 inches interior space
- 2 feet end space

- 5 feet aside
Staff Commentary: The following section proposes establishing requirements for rack type that align with current high quality standards for bicycle racks. Figure 4.6-B is also updated to align with current best practices for bike parking installation.

4.6-150 Bicycle Parking—Facility Improvements

A. Bicycle Parking Type, Location, and Security.

1. Required bicycle parking spaces and facilities shall be a staple or inverted-U rack. Alternatively, the required bicycle parking spaces shall fulfill the criteria for quality bicycle parking, which are as follows:

   a. Supports the bicycle frame in a stable position without damage to wheels, frames, or components and provides two points of contact; and
   b. Allows locking of the frame and one or both wheels with a U-lock; and
   c. Is securely anchored to the ground or to a structure; and
   d. Resists cutting, rusting, bending, or deformation, both from natural causes and from human abuse; and
   e. 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).

2. 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 must be securely anchored to the ground or to a structure.

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

4.5. 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.

--- Bicycle parking and bicycle racks shall 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 shall 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.

5.6. 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.

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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. Because it is so long, the existing table is not shown here in the deleted, strikethrough format. The proposed chart from the Regional Bike Parking Study was used as the base chart and changes that have been made to that proposal are marked by underlined or strikethrough 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. Fractional numbers of spaces shall be rounded up to the next whole space. 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 shall apply to that use in any zoning district.

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Specific Uses</th>
<th>Number of Required Spaces (minimum 4 spaces required unless 0 is indicated or otherwise noted)</th>
<th>Long and Short Term Bicycle Parking Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Single-family and duplexes</td>
<td>0</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>Triplex, four-plex, and multi-family</td>
<td>1 per dwelling unit</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Dormitories</td>
<td>1 space per every three occupants</td>
<td>50% long term 50% short term</td>
</tr>
<tr>
<td></td>
<td>Assisted care and day cares</td>
<td>1 per 5 employees</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Other Residential Uses</td>
<td>1 per dwelling unit</td>
<td>100% long term 50% long term 50% short term</td>
</tr>
<tr>
<td>Commercial</td>
<td>General Retail</td>
<td>1 per 3,000 square feet of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td></td>
<td>Eating and Drinking Establishments</td>
<td>1 per 600 square feet of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td></td>
<td>Service Establishments</td>
<td>1 per 2000 square feet of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td></td>
<td>Art Institution/Gallery</td>
<td>1 per 1500 square feet of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td>Use Category</td>
<td>Specific Uses</td>
<td>Number of Required Spaces (\text{(minimum 4 \text{ spaces} \text{ required unless -0- is indicated or otherwise noted})})</td>
<td>Long and Short Term Bicycle Parking Percentages</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------</td>
<td>----------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Drive-through Only Establishments</td>
<td>2 for employee parking (minimum of 4 does not apply)</td>
<td>100% long term</td>
<td></td>
</tr>
<tr>
<td>Lodging</td>
<td>1 per 10 rentable rooms</td>
<td>75% long term 25% short term</td>
<td></td>
</tr>
<tr>
<td>Office</td>
<td>0.75 per 5,000 square feet of floor area</td>
<td>75% long term 25% short term</td>
<td></td>
</tr>
<tr>
<td>Industrial and Wholesale</td>
<td>0.25 per employee OR 1 per (\leq 4000) square feet of floor area, whichever is less</td>
<td>25% long term 75% short term</td>
<td></td>
</tr>
<tr>
<td>Institutional</td>
<td>Government related uses</td>
<td>1 per 3,000 square feet of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td>Schools (elementary through high school)</td>
<td>1 per 10 students based on planned capacity</td>
<td>25% long term 75% short term</td>
<td></td>
</tr>
<tr>
<td>Parks and playgrounds</td>
<td>8 per park or playground</td>
<td>100% short term</td>
<td></td>
</tr>
<tr>
<td>Recreation, Amusement, and Entertainment Facilities</td>
<td>1 per 1000 square feet of floor area</td>
<td>25% long term 75% short term</td>
<td></td>
</tr>
<tr>
<td>Universities/Colleges</td>
<td>1 per 5 full time students</td>
<td>25% long term 75% short term</td>
<td></td>
</tr>
<tr>
<td>Medical Centers</td>
<td>1 per 40,000 square feet of floor area</td>
<td>25% long term 75% short term</td>
<td></td>
</tr>
<tr>
<td>Religious Institutions and Places of Worship</td>
<td>1 per 20 seats or 40 feet of bench length (fixed seating) or 1 per 500 square feet of floor area (no fixed seating)</td>
<td>100% short term</td>
<td></td>
</tr>
<tr>
<td>Transportation-Related</td>
<td>Structured Parking</td>
<td>10% of the number of vehicle parking spaces provided</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td>Transit Station</td>
<td>10% of the number of vehicle parking spaces provided (if no vehicle parking is provided, the minimum of 4 applies)</td>
<td>50% long term 50% short term</td>
<td></td>
</tr>
<tr>
<td>Transit Park &amp; Ride</td>
<td>10% of the number of vehicle parking spaces provided</td>
<td>50% long term 50% short term</td>
<td></td>
</tr>
</tbody>
</table>
**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

**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.


- **a. Required bicycle parking spaces and facilities shall 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.**

**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.

### Section 6.1-100 Definitions

**6.1-110 Meaning of Specific Words and Terms**

**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.

**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.

**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 may to obstruct the sight distance of motorists entering or leaving the intersection, unless specifically exempted by this Code.

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

**Relevant TSP Policies/Actions:**

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

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

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

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

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

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

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

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

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

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

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

5. The paving standards for panhandle driveways are:

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

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

6. New panhandles shall not exceed 250 feet in length.

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 shall demonstrate adequacy of 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 Residential Garden (RG) Apartments shall not be considered to be a nonconforming use.

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

C. New Duplexes in the MDR and HDR Districts.

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

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

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

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

1. Utility service to each unit shall be separate.

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

3. The property line separating the 2 units shall have not more than 2 angle points. The angle points shall not occur within the wall between abutting units. (6286; 6288)

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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...

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 (WLQWWQLW) 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 WLQWWQLW Map and their riparian areas, wetlands, and rock outcroppings; ...

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 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
D. Response to 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.

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6. 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 Local 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.
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.

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 3.3-1000 Nodal Development Overlay District

3.3-1005 Purpose, Applicability and Review

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

3.3-1015 Location Standards

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

A. The ND Overlay District shall be applied to the mixed-use centers or “nodes” identified by the City in response to its responsibility under TransPlan the Springfield Transportation System Plan.
3.4-200 Glenwood Riverfront Mixed-Use Plan District

3.4-265 Base Zone Development Standards

(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: ...

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 ...

C. Lighting

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

D. Bicycle Facilities. Bicycle facilities shall be required: off-street as part of the multi-use path specified in Subsection 3.4-20E.; 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.

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 and/or proposed development, but parking shall not exceed the maximum number of spaces established in Table 3.4-1 except as provided in SDC 3.4-270G.8. ...

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4.2-100 Infrastructure Standards – Transportation

4.2-110 Private Streets

A. Private streets are permitted ....

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

Section 4.7-100 Specific Special Development Standards

4.7-120 Bed and Breakfast Facilities

A. Bed and Breakfast facilities shall may be proposed to be located on local, collector, or arterial streets. All Bed and Breakfast facilities proposed to be located on local streets shall must be 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, but on local streets are subject to Discretionary Use approval.
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.

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. ...

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. ...

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

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

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

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

Section 5.12-100 Land Divisions—Partitions and Subdivisions

5.12-130 Tentative Plan Conditions

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

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

5.17-100 Site Plan Review

5.17-130 Conditions
A. Dedication of right-of-way and/or utility easements.

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

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

5.20-130 Criteria

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

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

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

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

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

Section 6.1-100 Definitions

6.1-110 Meaning of Specific Words and Terms

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.

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.

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

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.

**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.

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Figure 4.2-B

MAJOR ARTERIAL WITH PARKING ON BOTH SIDES
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

Figure 4.2-C

MAJOR ARTERIAL WITH PARKING ON ONE SIDE
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

Figure 4.2-D

MAJOR ARTERIAL WITH NO ON-STREET PARKING
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY
MINOR ARTERIAL WITH PARKING ON BOTH SIDES
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

MINOR ARTERIAL WITH PARKING ON ONE SIDE
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

MINOR ARTERIAL WITH NO ON-STREET PARKING
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY
Figure 4.2-H

COLLECTOR WITH PARKING ON BOTH SIDES
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

Figure 4.2-I

COLLECTOR WITH PARKING ON ONE SIDE
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

Figure 4.2-J

COLLECTOR WITH NO ON-STREET PARKING
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY
Figure 4.2-K

LOCAL STREET <15 PERCENT SLOPE WITH PARKING ON BOTH SIDES
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

Figure 4.2-L

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

Figure 4.2-M

LOCAL STREET <15 PERCENT SLOPE WITH NO ON-STREET PARKING
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY
**Figure 4.2-N**

LOCAL STREET $\geq 15$ PERCENT SLOPE
WITH PARKING ON BOTH SIDES
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

**Figure 4.2-O**

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

**Figure 4.2-P**

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