Council Alternatives

This document provides a high level summary of the Council Alternatives that have been developed by the Springfield City Council for input via a joint public hearing with Lane County Board of Commissioners on November 4, 2019. The City Council and Board will be soliciting comments on both the Planning Commissions’ Recommendation (available on project webpage) and the following Council Alternatives. Planning Commission Springfield Development Code Amendments are shown in yellow highlight and City Council Alternative changes are shown in green highlight. Single underline shows new text. Double underline indicates text that has been moved from a different location in the Code. Black text indicates Transportation System Plan (TSP) or Springfield Development Code (SDC) text. Dark blue text indicates explanatory text.

The Council is presenting revisions to the following items:

Transportation System Plan Council Alternatives:

Pg 2   TSP Project S-17 Description
Pg 2   TSP Figure 12 Conceptual Street Map

Springfield Development Code Amendments Council Alternatives:

Pg 3   Table 4.2-1 Minor Collector Street Standards & Resolving Multi-Unit Design Standards conflict
Pg 7   SDC 4.2-105 Street Network Standards & Resolving Multi-Unit Design Standards conflict
Pg 14  SDC 4.2-110 Private Streets
Pg 15  SDC 4.6-110G Motor Vehicle On-Street Parking Reduction
Pg 16  SDC 4.6-110M-N Motor Vehicle Parking Right-Sizing & Table 4.6-2 Motor Vehicle Parking Space Requirements

Visit project website for more information: http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/
Transportation System Plan Council Alternatives

TSP Project S-17 Description:

- **Revision:** Change TSP Project S-17 description to read, “**Study street connectivity and traffic calming improvements in I-5/Harlow Rd/Laura St/Hwy 126 area that would retain motor vehicle traffic diversion at the intersection of Don St and Lochaven Ave.**”
- **Explanation:** The City Council Alternative is to add to the study description to further respond to public comments received regarding concerns about truck and other motor vehicle traffic increasing in the residential area of the neighborhood.

TSP Figure 12, Conceptual Street Map – updated format, modified R-45, Sports Way area correction (information only):

- **Revision:** Modify TSP Project R-45 (Improvements within the Jasper-Natron Area) as shown on Council Alternative Conceptual Street Map. Mineral Way was removed as a collector street and R-45 east of Bob Straub Parkway has been shortened and arrows have been added to the north, east, and south from Bands S. and south from Farm Road. The northern segment of Sports Way and Royal Caribbean Way were shown on the Planning Commission’s Recommendation as existing minor collectors. They have been changed to planned minor collectors. The Conceptual Street Map has been reformatted to match other TSP Figures.

- **Explanation:** The City Council Alternative is to make the revisions described above and shown on the Council Alternative Conceptual Street Map to be consistent with recent development application decisions near Mineral Way and to be more flexible. Mineral Way was removed from the recommended Conceptual Street Map since it is being built as a local street instead of a collector street to match the already built stubbed street connection dimensions. Additionally, R-45 was modified to the east of Bob Straub Parkway to provide more flexibility for development in the area while ensuring there is a plan for a collector street network in the area. The Sports Way and Royal Caribbean Way changes correct a mapping error to reflect current conditions and show the segments that are not yet complete as planned (instead of existing) minor collectors. The Conceptual Street Map was reformatted so that when it is adopted into the Springfield Transportation System the formatting will match other TSP Figures.
Springfield Development Code Amendments Council Alternatives

Table 4.2-1 Minor Collector Street Standards & Resolving Multi-Unit Design Standards conflict:

- **Revision**: Replace Planning Commission recommended Table 4.2-1 with table shown below. Changes since Planning Commission recommendation are shown in green highlight. New illustrative figures N-P for Minor Collector – Residential Zoning Districts are shown following the table.

<table>
<thead>
<tr>
<th>Fig. No.</th>
<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>Bikeways (3)</th>
<th>Planting Strip and Curb (4)</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2 B-D</td>
<td>Major Arterial (5)</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>4.2 E-G</td>
<td>Minor Arterial (5)</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>4.2 H-J</td>
<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>4.2 K-M</td>
<td>Minor Collector – Non-Residential Zoning Districts (6)</td>
<td>70’/62’/54’</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>4.2 N-P</td>
<td>Minor Collector – Residential Zoning Districts (6)</td>
<td>58’/50’/42’</td>
<td>38’/30’/22’</td>
<td>2</td>
<td>11’</td>
<td>13’ where required</td>
<td>N/A</td>
<td>5’</td>
<td>5’ both sides</td>
</tr>
<tr>
<td>4.2 Q-S</td>
<td>Local Street &lt;15 percent slope (7)</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>4.2 T-V</td>
<td>Local Street ≥15 percent slope (7)</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>6’ curbs only</td>
<td>5’ both sides</td>
</tr>
<tr>
<td></td>
<td>Cul-de-sac Bulb</td>
<td>83’ diameter</td>
<td>70’ diameter</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>5’ around bulb</td>
<td>5’ around bulb</td>
</tr>
<tr>
<td></td>
<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.
(2) When a center turn lane or center median is required to address a significant volume of left-turn traffic or other safety or site-specific engineering concerns, additional right-of-way width and curb-to-curb width is required to accommodate the turn lane and/or center median. Width of the turn lane will be not less than the standard provided in Table 4.2-1 above.

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

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

(5) Arterial streets that are Oregon Department of Transportation (ODOT) facilities are not subject to the standards in Table 4.2-1, but must meet ODOT design standards.

(6) Residential zoning districts are those listed in Section 3.2-205. All other zoning districts are non-residential for the purposes of Table 4.2-1. Where opposite sides of the street are zoned with residential and non-residential uses, the non-residential standards apply.

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

Revision: The following illustrative Minor Collector – Residential Zoning Districts street cross sections are intended to be inserted after cross section Figure M in the Planning Commission’s recommendation and the subsequent cross sections would be relabeled accordingly to maintain alphabetical order.
Revision: Remove SDC 3.2-240D.6.b to resolve technical conflict with the Planning Commissions’ Springfield Development Code Amendments.

3.2-240 Multi-unit Design Standards

... D. Design Standards. All of the following design standards shall be met by all multi-unit developments:

- Building Orientation;
- Building Form;
- Storage;
- Transition and Compatibility Between Multi-unit and LDR Development;
- Open Space;
- Landscaping;
- Pedestrian Circulation;
- Parking;
- and Vehicular Circulation.

... 6. Landscaping, Fences and Walls. Multi-unit developments shall provide landscaping as specified in Section 4.4-105 and the following standards (See Figure 3.2Q):
Planter strips shall be required for all multi-unit development of collector and arterial streets, but is optional on local streets. Planter strips shall be a minimum of 4.5 feet wide, placed between the back of curb and the sidewalk, along public or private streets.

- **Explanation:** The City Council Alternative is to allow a narrower minor collector street that does not include bike lanes in residential areas. If there are specific locations where the community would like a residential minor collector street with a dedicated bicycle facility, specific locations could require more width and street elements, such as bike lanes, through an adopted plan (i.e. TSP project or development-specific Master Plan). SDC 3.2-240D.6.b is shown as being removed to address conflict between the Planning Commission Recommendation and City Council's Alternative for Table 4.2-1 and the existing Code to ensure there are not inconsistencies within different sections of the Springfield Development Code.
SDC 4.2-105 Street Network Standards & Resolving Multi-Unit Design Standards conflict:

- **Revision**: Remove Local Street Network Map from Street Network Standards – General Criteria (SDC 4.2-105D.2.a.), combine criteria a. and d. within the General Criteria, and add Multi-Unit standards to Block Length and Perimeter for both General Criteria and Needed Housing, and remove SDC 3.2-240D.9.c to resolve technical conflict with the Planning Commissions’ Springfield Development Code Amendments.

4.2-105 Public Streets

... 

D. Street Network Standards – General Criteria.

1. **Collector and Arterial Streets.** Subject to the standards of this code, the location of collectors streets and arterials streets must comply with the Transportation System Plan, including the Conceptual Street Map.

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

   a. Local streets with connection points in the general location shown on the Local Street Network Map are allowed. Alternatives that meet and comply with the other standards in this subsection are also allowed.¹

   b. Streets shall be designed to accommodate all modes of travel including pedestrians, bicyclists, and emergency fire and medical service vehicles.

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

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

   d. New streets shall be designed to accommodate pedestrians and bicyclists safely.

   d. The street circulation pattern shall provide connections to and from Neighborhood Activity Centers.

¹ Local Street Network Map removed per Council direction.
pedestrian and bicycle traffic, or alternative bicycle or pedestrian facilities must provide connections where street connections are not practical.

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

f. Street design shall The alignment of local streets must enhance the efficiency of the regional collector and arterial street system by providing relatively uniform volumes of traffic to provide for balancing traffic volumes on local streets to promote optimum dispersal.

g. Streets shall The local street network must provide logical and efficient extensions of the public street system to adjoining properties.

3. Dead-End Streets.

a. Dead-end streets shall terminate in a cul-de-sac bulb, “hammerhead,” or other design that provides an adequate vehicular turn-around areas, Public Works access, and pedestrian and bicycle connections as may be approved by the Public Works Director and the Fire Marshal. When development generates additional vehicular trips on an existing dead-end street without a turnaround area, the development must include a turnaround area on the dead-end street that meets the requirements of this subsection.

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

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

4. Block Length and Block Perimeter

a. Block perimeter for all street classifications must not exceed the following maximums, except as provided or exempted elsewhere in this Code or in an applicable Refinement Plan or Plan District:
   i. 1,400 feet in Mixed-Use Districts consistent with standards in Section 3.2-625E;
   ii. 2,600 feet in industrial zoning districts;
   iii. 2,400 feet for multi-unit development subject to Section 3.2-240A; and
   iv. 1,600 feet in other zoning districts.
b. Block length must not exceed:
   i. 600 feet for local street not in industrial zones or that do not serve industrial non-conforming or the maximum block length established in an applicable Refinement Plan or Plan District, whichever is less;
   ii. 800 feet for multi-unit development subject to Section 3.2-240A or the maximum block length established in an applicable Refinement Plan or Plan District, whichever is less;
   iii. 1,000 feet for local streets in industrial zones or that serve industrial non-conforming uses or the maximum block length established in an applicable adopted Refinement Plan or Plan District, whichever is less.

c. EXCEPTION: The Director may authorize a block length or block perimeter that exceeds the applicable maximum specified in this Section. In authorizing a block length or block perimeter that exceeds the above maximum lengths, the Director may establish requirements for interim street connectivity and/or pedestrian accessways consistent with standards in Section 4.2-160. Where the extension of a public street would create a block length or block perimeter that exceeds the applicable maximum, the block length and block perimeter must be as close as possible to the applicable maximum. The Director will authorize an exception only if the applicant/developer demonstrates that the existence of any of the following conditions justifies the exception:
   i. Physical conditions that cannot be mitigated necessitate a block length or block perimeter that is longer than the applicable maximum—preclude a block length of 600 feet or less. These conditions may include topography or the existence of physical features, including, but not limited to: wetlands, ponds, streams, channels, rivers, lakes, or steep grades, or a resource under protection by State or Federal law; or
   ii. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels that physically necessitate a block length or block perimeter that is longer than the applicable maximum—preclude a block length 600 feet or less, considering the potential for redevelopment; or
   iii. Industrial development areas greater than 25 acres pursuant to an adopted Master Plan.

E. Street Network Standards – Needed Housing. The development of needed housing, as defined in ORS 197.303, must meet the following street network standards, unless the applicant elects review under the general criteria in Section 4.2-105D.

1. Collector and Arterial Streets. Subject to the standards of this Code, the location of collector and arterial streets must comply with the Transportation System Plan, including the Conceptual Street Map.

2. Local Streets. The local street network must meet the following standards:

   a. New local streets, pedestrian accessways, and multiuse paths within a development area must connect to all existing or planned local streets, accessways, and multiuse paths, respectively, including truncated or “stub” streets, accessways, or multiuse paths that abut the development area. For the purposes of this Section, a planned street, accessway, or multiuse path means unimproved dedicated right-of-way, a street or
multiuse path adopted in the Transportation System Plan; or a street, accessway, or multiuse path shown in an approved Master Plan, Site Plan, Conceptual Development Plan, or Subdivision Plan.

b. Where there is an existing or planned local street or multiuse path within ¼ mile of the outer boundary of the development area, a new local street or multiuse path must extend to the outer boundary lines of the development area in alignment with the centerline of existing or planned street or multiuse path. The new street or multiuse path and existing or planned street or multiuse path are in alignment if the angle between the projection of the centerlines of both streets is not less than 170 degrees or more than 190 degrees.

c. Local streets spaced no greater than 600 feet apart from centerline to centerline must extend to all undeveloped or underdeveloped land that is adjacent to the development area, zoned or designated for residential or mixed use, and 5 contiguous gross acres or larger. For the purposes of this Section, “underdeveloped” means lots and parcels that are developed at less than half the minimum residential density required in the underlying zoning district.

d. The number of new local street intersections with major collector or arterial streets that provide ingress or egress to the development area must be the smallest number necessary to ensure that not more than 100 dwelling units are attributed to any one intersection with a major collector or arterial street, including via existing local streets that intersect major collector or arterial streets outside the development area. A dwelling unit is attributed to the intersection of a local street and major collector or arterial street that has the smallest travel distance from the centerline of the street at the midpoint of the dwelling unit’s frontage to the centerline of the street at the boundary line of the development area.

e. EXCEPTION: Street, accessway, and multiuse path connections to adjacent property under Sections 4.2-105E.2.a through 4.2-105E.2.d above are not required where the following barriers physically prevent their construction: railroad right-of-way, limited access highway or freeway right-of-way, existing development, streets that would be unable to meet the slope standards specified in Section 3.3-525, natural resource protection areas listed in Section 4.3-117B, or Historic Landmark Sites or Structures established on the Historic Landmark Inventory according to Section 3.3-920 of this Code.

f. Developments must provide fire apparatus access roads as required by and in compliance with the Oregon Fire Code.

3. Cul-de-sacs and Dead-End Streets. New and existing dead-end streets and cul-de-sacs must meet the standards for dead-end fire apparatus access roads in the Oregon Fire Code and the following standards:
a. Cul-de-sacs and dead-end streets that are not planned to be through streets are permitted only when physical barriers prevent the construction of through streets or stubbed streets that meet the local street network standards in Section 4.2-105E.2, or the block length and block perimeter standards in Section 4.2-105E.6. Physical barriers are railroad right-of-way, limited access highway or freeway rights-of-way, existing development, streets that would be unable to meet the slope standards specified in Section 3.3-525, natural resource protection areas listed in Section 4.3-117B, or Historic Landmark Sites or Structures established on the Historic Landmark Inventory according to Section 3.3-920 of this Code.

b. All cul-de-sacs and dead-end streets, including stubbed streets required under Sections 4.2-105E.2.a through 4.2-105E.2.c above, must meet the length standards in Section 4.2-105D.3.b.

c. A cul-de-sac or dead-end street that is not a stubbed street must include one or more pedestrian accessways or multiuse path connections from the cul-de-sac or dead-end street to an existing or planned street, accessway, or multiuse path when the cul-de-sac or dead end street is within ¼ mile of a Neighborhood Activity Center, as measured in a straight line from the nearest outer boundary of the Neighborhood Activity Center to the centerline of the dead-end street at its terminus or the center point of the cul-de-sac. The accessway or multiuse path must be located in a manner that would shorten the walking and biking distance from the cul-de-sac or dead-end street to the Neighborhood Activity Center as compared to the shortest walking or biking distance without the connection.

EXCEPTIONS: An accessway or multiuse path is not required where physical barriers listed under Section 4.2-105E.3.a above prevent construction of any accessway or multiuse path under this section, or when no accessway or multiuse path would decrease the walking or biking distance from the cul-de-sac or dead-end street to the Neighborhood Activity Center.

4. Block Length and Block Perimeter:

a. Block perimeter for all local and minor collector streets must not exceed the following maximums:
   i. 1,400 feet in Mixed-Use Districts, consistent with standards in Section 3.2-625E,
   ii. 2,400 feet for multi-unit development subject to Section 3.2-240A, and
   iii. 1,600 feet for all other development and in all other zoning districts.

b. Block length for local streets must not exceed:
   i. 800 feet for multi-unit development in residential zoning districts, and
   ii. 600 feet for all residential development other than multi-unit development in all zoning districts.
5. **Maximum Street Grades.** Street grades must not exceed 8% on major and minor arterial streets, 10% on major and minor collector streets, and 12% on local streets.

6. **Intersections of Streets and Alleys.**

   a. **Angles.** Streets and alleys must intersect one another at an angle as close to a right angle (i.e. 90 degrees) as possible. Street intersections must have a minimum intersection angle of 80 degrees. All legs of an intersection must meet the above standard for at least 100 feet from the point of intersection of the street centerlines. No more than two streets may intersect at any location (i.e. not creating more than a four-legged intersection) unless at a roundabout.

   b. **Intersection Offsets.** Intersections must be offset at least 100 feet on a local street, 200 feet on a minor collector street, and 400 feet on a major collector or arterial street, or the safe stopping sight distance as determined by the AASHTO publication “A Policy on Geometric Design of Highways and Streets,” whichever is greater. Offset distance must be measured from the curb or edge of pavement or, where there is no curb, to the closest curb or edge of pavement of the next offset street.

### 3.2-240 Multi-unit Design Standards

#### D. Design Standards. All of the following design standards shall be met by all multi-unit developments:
- Building Orientation;
- Building Form;
- Storage;
- Transition and Compatibility Between Multi-unit and LDR Development;
- Open Space;
- Landscaping;
- Pedestrian Circulation;
- Parking; and
- Vehicular Circulation.

#### 9. Vehicular Circulation. Multi-unit developments shall provide vehicular circulation as specified in the following standards (See Figure 3.2-R):

   c. Multi-unit developments 8 acres or larger shall be developed as a series of complete blocks bounded by a connecting network of public or private streets with sidewalks. The average block size within a multi-unit development shall be a maximum of 4 acres in size. For example, an 8.1-acre development would have a minimum of 2 blocks. Portions of the site with wetlands, slopes greater than 15 percent and wooded areas subject to Section 5.19-100 shall be exempt from this standard, however, sidewalk or pathway connections are required as an alternative to street connections, when practicable, and

*Explanation: The City Council Alternative is to have Street Network Standards – General Criteria that do not include a Local Street Network Map. Not having a map will provide more flexibility at time of development, avoid having a map that will become out of date over time, reduce confusion and need for*
education regarding the role of the map, and help to encourage a more collaborative process between developers and staff to achieve street connectivity policy goals. The additions of the Multi-Unit text in the Street Network Standards addresses a conflict between the Planning Commission’s Recommendation and the existing Multi-Unit Design Standards section of the Code. The struck SDC 4.2-240D.9.c removes the conflict while revising and moving the standards into the Street Network Standards section of the Code.
SDC 4.2-110 Private Streets:

| 4.2-110 | Private Streets |

**A.** Private streets are permitted within the development area of Mobile Home/Manufactured Dwelling Parks, Multi-Unit Development, and singularly owned commercial and industrial developments of sufficient size to permit interior circulation.

**B.** Private street improvements must meet the driveway standards in Section 4.2-120C and must be constructed as specified in the City’s Engineering Design Standards and Procedures Manual and in the Development & Public Works Standard Construction Specifications. Construction specifications for private streets shall be the same as for public streets.

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

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

**Explanation:** The City Council Alternative is to update the Private Streets section to reflect City practices of applying the driveway standards for Mobile Home/Manufactured Dwelling Parks, Multi-Unit Development, and singularly owned commercial and industrial developments. By removing “construction specifications for private streets shall be the same as for public streets” more flexibility and lower cost site circulation options are available for developers to use.
SDC 4.6-110G Motor Vehicle On-Street Parking Reduction:

- Replace Planning Commission recommended SDC 4.6-110G with language below:

  G. When paved on-street parking is available directly abutting the property and there are no adopted plans to remove the on-street parking, 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 ½ spaced credit toward the required amount of off-street parking spaces. The developer is responsible for marking any on-street spaces.

*Explanation:* The City Council Alternative is to further clarify meaning of the Planning Commission Recommendation’s text (“When on-street parking is planned and provided, parking…”) and mirror the language already adopted in the Accessory Dwelling Units (ADU) Development Standards section of the Code (SDC 5.5-125).
Revision: Alternate standards that allow a developer to “right size” their parking requirements were removed from footnotes to Table 4.6-2 and added to section 4.6-110. Code language revisions were made to clarify the meaning of “substantial evidence” and how to apply the Institute of Transportation Engineers Parking Manual for the parking minimum. Table 4.6-2 has been simplified, including removing the footnotes and cross-referencing the two sections of the motor vehicle parking code (SDC 4.6-110 and SDC 4.6-125) that relate. The following list summarizes the primary changes made to Table 4.6-2 to simplify the table. Instead of highlighting the full table in green highlight, the table title is shown in green to indicate a new version of the table, but the text within the table is shown in plain text for legibility given the number of revisions made.

1. Separated uses by use category: Residential, Commercial/Industrial, Public and Institutional, etc. This helps the table be easier to read and is more user-friendly.

2. Removed or combined some uses to simplify table.
   a. Combined “Youth Hostels” use with “Hotel/motel” use category.
   b. Removed “quads or quints” dwelling types. Combined with multi-family use.
   c. Combined “Retail sales”, etc. with “Shopping Centers and malls”.
   d. Removed some uses such as “Secondary industrial uses” and “Cluster subdivisions”.

3. Reformatted and separated some uses for simplicity, ease of use, and clarity.
   a. Reformatted industrial manufacturing uses to make clearer and simpler.
   b. Separated Boarding and rooming houses from Bed and breakfast and hotel uses due to different requirement.

4. Added an “Unspecified use” under “Miscellaneous” to provide for flexibility.

5. Changed the Manufacturing and assembly industrial use requirement from 1 space for every 500 gross square feet to 1 space for every 1000 gross square feet to better align with ITE Parking Generation manual.
4.6-110 Motor Vehicle Parking—General

* * *

M. Right Size Parking Alternative – Minimum. The Approval Authority may authorize an alternative parking standard that is less than the minimum off-street parking standard in Section 4.6-125, including reductions in excess of the cumulative maximum reduction specified in Section 4.6-110.K. above. The alternative parking standard must be one of the following:

1. The average peak period parking demand identified for the use in the current version of the Institute of Transportation Engineers (ITE) Parking Manual, for the day(s) of the week with the highest parking demand; or

2. The peak parking demand identified by the applicant and supported by information that a reasonable person would rely upon as determined by the Approval Authority. This information may include, but is not limited to, transportation demand management or a parking study for a similar development.

N. Right Size Parking Alternative – Maximum. The Approval Authority may authorize an alternative parking standard that is more than 125% of the minimum off-street parking standard in Section 4.6-125. The alternative parking standard must be the peak parking demand identified by a parking generation study conducted according to the ITE Manual of Transportation Engineering Studies and prepared by a licensed engineer.

4.6-125 Vehicle Parking—Parking Space Requirements

A. The following parking standards have been established. Table 4.6-2 establishes minimum off-street parking standards according to use, which apply to that use in any zoning district.

B. The minimum parking standard for any use not specified in Table 4.6-2 is the average peak period parking demand identified for that use in the current version of the ITE Parking Manual for the day(s) of the week with the highest parking demand.

C. The maximum off-street parking standard for any use that is not a residential use is 125 percent of the minimum off-street parking standard. There is no maximum off-street parking standard for residential uses.

D. Parking standards established in Table 4.6-2 may be modified as provided in Section 4.6-110.
## REVISED Draft Table 4.6-2

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Parking Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential Uses</strong></td>
<td></td>
</tr>
<tr>
<td>Single family (attached and detached) and duplex dwellings</td>
<td>1 space for each dwelling when paved on street parking is available directly abutting the property and there are no adopted plans to remove the on-street parking. 2 spaces for each dwelling when no paved on street parking in available directly abutting the property or when the existing on street parking is planned to be removed as part of an adopted plan.</td>
</tr>
<tr>
<td>Multi family dwellings</td>
<td>1 space for each dwelling unit</td>
</tr>
<tr>
<td>Group care facilities</td>
<td>0.25 space for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.</td>
</tr>
<tr>
<td>Boarding and rooming houses (see SDC 4.7-215)</td>
<td>One-half of an additional parking space for each boarding room in addition to any parking for a primary use.</td>
</tr>
<tr>
<td><strong>Commercial/Industrial Uses</strong></td>
<td></td>
</tr>
<tr>
<td>Child care center</td>
<td>1 space for each 350 square feet of gross area, plus one drop off space for each 700 square feet of gross floor area.</td>
</tr>
<tr>
<td>Hotel/motel or bed and breakfast facilities</td>
<td>1 space plus 1 space for each guest room</td>
</tr>
<tr>
<td>Eating and drinking establishments</td>
<td>1 space for each 100 square feet of gross floor area.</td>
</tr>
<tr>
<td>Retail trade and services (including shopping centers)</td>
<td>1 space for every 300 square feet of gross floor area.</td>
</tr>
<tr>
<td>Manufacture and assembly, and other primary industrial uses. Includes warehousing.</td>
<td>1 space for each 1000 square feet of gross floor area.</td>
</tr>
<tr>
<td>Warehouse commercial sales (including bulky merchandise)</td>
<td>1 space for each 600 square feet of gross floor area.</td>
</tr>
<tr>
<td><strong>Public and Institutional Uses</strong></td>
<td></td>
</tr>
<tr>
<td>Educational facilities</td>
<td>2 space for each classroom, plus 1 for each 100 square feet of the largest public assembly area.</td>
</tr>
<tr>
<td>Public utility facility</td>
<td>None, unless utility vehicles will be parked overnight.</td>
</tr>
<tr>
<td>Recreational facilities, and religious, social and public institutions</td>
<td>1 space 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>Transportation facilities</td>
<td>1 space for each 300 square feet of gross floor area not including vehicle storage areas.</td>
</tr>
</tbody>
</table>

*Explanation:* The City Council Alternative is to further simplify and clarify the parking table and provide for more flexibility with right sizing parking to meet the needs of development in Springfield in implementing TSP Policy 2.7 Action 1. The Council Alternative also explains what the “substantial evidence” language from the Planning Commission’s Recommendation means in simpler terms.