Introduction

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

Appendix I of the TSP provided an outline of sections of the Springfield Development Code (SDC) that may need to be amended to implement the TSP. The following offers for review draft language to amend portions of the SDC furthering TSP implementation. Relevant TSP policies and implementation actions applicable to proposed Code changes are cited at the beginning of each Code section, along with explanatory Findings.

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.

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

Chapter 3 – Land Use Districts

3.2-200 Residential Zoning Districts

<table>
<thead>
<tr>
<th>3.2-210 Schedule of Use Categories</th>
<th>Residential Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Use Categories/Uses</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>

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3.2-300 Commercial Zoning Districts
### 3.2-310 Schedule of Use Categories

<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/Transit Stations</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>Linear Park</td>
<td>P</td>
</tr>
</tbody>
</table>

### 3.2-400 Industrial Zoning Districts

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

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>Industrial Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Other Uses</strong></td>
<td>LMI</td>
</tr>
<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></td>
</tr>
<tr>
<td></td>
<td>See Section 4.3-145</td>
</tr>
<tr>
<td></td>
<td>See Section 4.3-145</td>
</tr>
<tr>
<td></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

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>CI District</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary Uses(3)</strong></td>
<td></td>
</tr>
<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>
<tr>
<td>Business Parks (2)</td>
<td>P</td>
</tr>
<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>
</tbody>
</table>
### Mixed-Use Districts

#### 3.2-600 Mixed-Use Zoning Districts

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>MUC</th>
<th>MUE</th>
<th>MUR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation Facilities</strong></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><strong>Linear Park</strong></td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>

#### 3.2-700 Public Land and Open Space Zoning District

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>PLO District</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary Uses (Section 4.7-203)</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Parks and Open Spaces</strong></td>
<td></td>
</tr>
<tr>
<td>Public and private parks and recreational facilities:</td>
<td></td>
</tr>
<tr>
<td><strong>Linear Park</strong></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>
</tbody>
</table>
Private areas of greater than 1 acre reserved for open space as part of a cluster or hillside development | P
Publicly and privately owned golf courses and cemeteries | D
R.V. parks and campgrounds within a regional park | S
R.V. parks and campgrounds outside of a regional park and without sanitary sewer service as a temporary use subject to termination when within 1,000 feet of sanitary sewer | D

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

<table>
<thead>
<tr>
<th>Uses/Use Categories/Uses</th>
<th>QMO District</th>
</tr>
</thead>
<tbody>
<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 form 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>Linear Park</td>
<td>P</td>
</tr>
</tbody>
</table>

### 3.3-800 Urbanizable Fringe Overlay District

<table>
<thead>
<tr>
<th>Use Categories/Uses</th>
<th>Residential</th>
<th>Commercial</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural uses and structures</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<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>
</tr>
<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>
</tbody>
</table>
### Springfield Development Code Amendments – Council Alternative

<table>
<thead>
<tr>
<th>High Impact Facilities (Section 4.7-160)</th>
<th>S*</th>
<th>S*</th>
<th>S*</th>
</tr>
</thead>
<tbody>
<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><strong>Linear Park</strong></td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>

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### 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>Transportation Facilities (Section 4.7-240):</td>
<td></td>
</tr>
<tr>
<td>Bus terminals</td>
<td>Transit Stations</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>

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

**Relevant TSP Policies/Actions:**
Policy 1.2: Consider environmental impacts of the overall transportation system and strive to mitigate negative effects and enhance positive features.

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

Policy 2.1: Manage the roadway system to preserve safety, longevity, and operational efficiency.
   Action 1: Evaluate, update, and implement access management regulations for new or modified access to the roadway system.

Policy 3.2: Expand and enhance Springfield’s bikeway system and provide bicycle system support facilities for both new development and redevelopment/expansion.
   Action 1: Require bike lanes and/or adjacent paths along new and reconstructed arterial and major collector streets.
   Action 4: Require bike lanes and paths to connect new development with nearby neighborhood activity centers and major destinations. Connectivity should include connecting bike facilities to each other as well as to major destinations.
   Action 7: Design bike transportation routes that separate bicycle traffic from large volumes of fast-moving automobile traffic.

Policy 3.3: Street design standards should be flexible and allow appropriate-sized local, collector, and arterial streets based upon traffic flow, geography, efficient land use, social, economic and environmental impacts.
   Action 1: Conduct a comprehensive review and update of Springfield street standards, and develop code to address transportation system deficiencies, adopted goals, and policies.
   Action 2: Consider effects of stormwater runoff in street design and reduce runoff through environmentally sensitive street designs for new and reconstructed streets.
   Action 3: Incorporate traffic calming measures into street designs and standards where appropriate, considering the needs of emergency services vehicles. Traffic calming measures should reduce vehicular speeds and bypass traffic while encouraging safe bicycle and pedestrian travel.
   Action 4: Integrate pedestrian amenities into street designs that create pedestrian refuges and allow safe and continuous pedestrian travel.

Policy 3.4: Provide for a continuous transportation network with reasonably direct travel routes to destination points for all modes of travel.
   Action 1: Design new streets to provide a connected grid network, including alleyways, when technically feasible.
   Action 2: Construct sidewalks or other suitable pedestrian facilities along local streets and along urban area arterial and collector roadways, except freeways. ...
Policy 3.5: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, freight, and the needs of emergency vehicles when planning and constructing roadway system improvements.

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

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

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

Chapter 4 – Development Standards

4.1-105 Purpose

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

4.1-110 Applicable Documents

A. Planning references for public and private improvements. This Section ensures that public and private improvements within the city limits and the City’s urbanizable area are installed and serve all lots/parcels 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, City-adopted Master Plans, the Willamalane Park and Recreation Comprehensive Plan, and Conceptual Development Plans, this Code, and any other applicable regulations.

B. Construction and design references for public improvements under City jurisdiction. Specifications for the design, construction, reconstruction or repair of streets, alleys, sidewalks, multi-use paths, bikeways, bus turnouts, accessways, curbs, gutters, street lights, traffic signals, street signs, sanitary sewers, stormwater management systems, street trees and planter strips within the public right-of-way, medians, round-abouts and other public improvements within the city limits and the City’s urbanizable area are as specified in this Code, the Springfield Municipal Code, 1997, the Stormwater Management Plan, the City’s Engineering Design Standards and Procedures Manual, and the Public Works Standard Construction Specifications.

The Public Works Director retains the right to modify the cited references on a case-by-case
basis without the need of a Variance when existing conditions make their strict application impractical.

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

D. Construction design references for private improvements.

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

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

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

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

To implement TSP Policy 3.4 and Policy 3.5, the proposed code replaces the existing connectivity standards in SDC 4.2-105A.1.a with new street network standards in SDC 4.2-105D and E. First, SDC 4.2-105D includes proposed General Criteria for street networks that apply to all categories of development, except needed housing, unless a housing developer elects to use the general criteria. These standards implement TSP policies that favor connectivity, mobility, and safety while providing
flexibility for developers and the City. Second, SDC 4.2-105E contains street network standards for
“Needed Housing.” These standards apply to all housing development within the Springfield UGB
that is identified as needed in the Springfield 2030 Refinement Plan Residential Land Use and
Housing Element. The “Needed Housing” section includes clear and objective standards regulating
the layout and number of local streets within a development, connections from the development
area to the public street system, secondary emergency access, and pedestrian accessways. These
regulations implement TSP Policy 3.4 and 3.5, and meet the requirement in the TPR to provide
standards for the layout of local streets.

The block length and block perimeter standards in SDC 4.2-115 have been incorporated into the
street network standards in this section for better organization of the code. 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.

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 4.2-105J are proposed below to update street standards.
Language below in a new subsection SDC 4.2-105M 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 to that document.

SDC 4.2-105M proposes a “Special Street Setback” for future street connectivity. This section is
intended to ensure that development based only on a building permit (i.e. not site plan review,
subdivisions, or partitions) is located in a way that preserves options for future street connectivity,
should the subject property or neighboring properties redevelop in the future. The special street
setback would require that buildings not be constructed on an area intended as a future right-of-
way, either because there is existing right-of-way immediately next to the property that is of
inadequate width or that is intended to continue through the property in the future. The setback
Springfield Development Code Amendments – Council Alternative

does not require dedication of right-of-way until development occurs and does not set the right-of-
way line. The setback would ensure that buildings are not constructed in locations that make future
streets impossible or highly impractical to construct, thereby implementing Policy 3.4 to “[p]rovide
for a continuous transportation network with reasonably direct travel routes to destination points
for all modes of travel,” and Policy 3.4 Action 1, “Design new streets to provide a connected grid
network[.]”

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

Council Alternative: The Council is presenting an Alternative without the Local Street Network
Map recommended by the Planning Commission. This Alternative also removes subsection 4.2-
105.D.2.a as recommended by the Planning Commission, which referred to the Local Street
Network Map. (See Planning Commission Recommendation Exhibit A Springfield Development
Code Amendments, Street Network Standards – General Criteria and Exhibit C Local Street
Network Map.) Street connectivity policy implementation under the General Criteria track relies
on the text standards in the Code. The addition of the Multi-Unit development 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. Multi-Unit Design Standards
subsections recommended for removal as part of the Council Alternative (SDC 3.2-240D.6.b and
3.2-240D.9.c) are shown in the Multi-Unit Design Standards section near the end of this
document in green strikethrough text.

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
TransPlan, the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts,
Master Plans, Conceptual Development Plans, or the Conceptual Local Street Map. The
arrangement of public streets shall provide for the continuation or appropriate projection of
existing streets in the surrounding area, unless topographical or other conditions make
continuance or conformance to existing street alignments impractical.

a. The following street connection standards shall be used in evaluating street alignment
proposals not shown in or different from an adopted plan or that are different from the
Conceptual Local Street Map:
i. Streets shall be designed 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 shall minimize impacts to waterways and wetlands, and shall follow slope contours where possible.

vii. Street design 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 identified, as future transit routes shall be designed to safely, efficiently and physically accommodate transit vehicles.


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

b. The Director, in consultation with the Public Works Director, may modify the Conceptual Local Street Map when a proposed alignment is consistent with the street connection standards in Subsection 1.a., above or when existing conditions make application of the Conceptual Local Street Map impractical or inconsistent with accepted transportation planning principles.

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

2. **Functional Classification of Streets.** The City’s street system consists of streets that are classified as Major and Minor Arterial streets; Minor Arterial, Major and Minor Collector streets; and Local streets and Alleys, 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.

3. New connections to arterials and state highways must be consistent with any designated access management category. Development Approval shall not be granted where a proposed application would create unsafe traffic conditions.
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:

1a. **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.

2b. **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.

3c. **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.

4d. **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.**

5e. **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. 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 and the TransPlan.**

**C. Street 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, or the adopted bicycle and pedestrian plan; or where necessary to achieve right-of-way and street alignment; or as needed to meet site-specific engineering standards, including but not limited to requirements for multi-way boulevard and/or modern roundabout designs. Example street layouts meeting minimum street standards are provided in Figures 4.2-B through 4.2-P for illustrative purposes only. These Figures are intended to demonstrate potential street configurations that meet the requirements.**

<table>
<thead>
<tr>
<th>Type of Street</th>
<th>Minimum Right-of-Way</th>
<th>Minimum Curb-to-Curb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial</td>
<td>100'</td>
<td>76'</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>70'</td>
<td>48'</td>
</tr>
<tr>
<td>Collector</td>
<td>60'</td>
<td>36''(3)</td>
</tr>
<tr>
<td>Local Street</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Table 4.2-1**

**Minimum Street Right-of-Way and Curb-to-Curb Width Specifications Standards**
## Springfield Development Code Amendments – Council Alternative

<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>Bicycle Lanes (3)</th>
<th>Planting Strip and Curb (4)</th>
<th>Sidewalk</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2</td>
<td>Major Arterial</td>
<td>8'</td>
<td>28'/40'/32'</td>
<td>3</td>
<td>10'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>4.2</td>
<td>Minor Arterial</td>
<td>8'</td>
<td>28'/40'/32'</td>
<td>3</td>
<td>10'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>4.2</td>
<td>Major Collector</td>
<td>6'</td>
<td>20'</td>
<td>3</td>
<td>10'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>4.2</td>
<td>Minor Collector</td>
<td>6'</td>
<td>20'</td>
<td>3</td>
<td>10'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>4.2</td>
<td>Local Street &lt;15% slope</td>
<td>6'</td>
<td>20'</td>
<td>3</td>
<td>10'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>4.2</td>
<td>Local Street &gt;15% slope</td>
<td>6'</td>
<td>20'</td>
<td>3</td>
<td>10'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Alley</td>
<td>6'</td>
<td>20'</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</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.
Springfield Development Code Amendments – Council Alternative

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

<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</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</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</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</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</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</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</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>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>Not required</td>
<td>Not required</td>
<td></td>
<td></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-curbo 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.
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.

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

D. Functional Classification of Streets. The City’s street system consists of streets that are classified as Major Arterial; Minor Arterial; Collector and Local, consistent with 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.

D. Street Network Standards – General Criteria.

1. Collector and Arterial Streets. Subject to the standards of this code, the location of collectors 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.

   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 and for more even dispersal of traffic.

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

   f. The street circulation pattern shall provide connections to and from Neighborhood Activity Centers for example, schools, commercial areas, parks, employment centers, and other major attractors and other areas that attract high levels of pedestrian and bicycle traffic, or alternative bicycle or pedestrian facilities must provide connections where street connections are not practical.

1 Local Street Network Map removed per Council direction.
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 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 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;

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 of 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.

F. **Medians**

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

2. **Raised Median Width and Size.**

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

   b. **Elongated Median.**

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

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

3. **Length of a Raised Median.**
**Springfield Development Code Amendments – Council Alternative**

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

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

### 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.

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 the 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.

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. 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 when necessary to ensure compliance with a development agreement may be required.

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:
Springfield Development Code Amendments – Council Alternative

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. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.

I. Signs and Signals

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

2. Unless otherwise approved by the Public Works Director:
   a. The developer is responsible for providing and installing all traffic control devices and street name signs as necessary to support the proposed development.
   b. Where a proposed street intersection will result in an immediate need for a traffic signal control device, the developer shall bear the cost for the improvements. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.

J. 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.


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.

M. Special Street Setbacks

1. A special street setback is established in the following circumstances:
a. A special street setback is established as provided in Table 4.2-1A wherever there is (i) partially-improved or unimproved street or alley right-of-way of inadequate width abutting a property, (ii) right-of-way that terminates at a property line, or (iii) right-of-way that terminates at a T-intersection with a local street abutting the property line.

b. A special street setback is established wherever future right-of-way is shown in the Springfield Transportation System Plan, a refinement plan, or on an adopted Master Plan, Site Plan, Conceptual Development Plan, Subdivision or Partition for the width of the street shown on said plan, or as provided in Table 4.2-1A if no width is specified.

2. Buildings are not permitted within the special street setback specified in this section. Any portion of a building lawfully established within a special street setback prior to adoption of this ordinance is considered a non-conforming building subject to Section 5.8-100 of this Code.

3. The special street setbacks provided in Table 4.2-1A are based on the functional classification of the street as shown in the Springfield Transportation System Plan, including the Conceptual Street Map. Where a street is not shown in the Springfield TSP, including the Conceptual Street Map, the special setback for local streets applies.

4. The special setback provided in Table 4.2-1A is measured from the centerline of the existing or future street right-of-way as follows:

a. Where partially-improved or unimproved right-of-way of inadequate width abuts a property line, the setback is measured from the location where the centerline would be if the street was fully improved.

b. Where right-of-way terminates at the property line or at a T-intersection on only one side of a property, the centerline is the straight line continuation of the centerline of the abutting right-of-way until it reaches the property line on the opposing side.

c. Where right-of-way terminates at the property boundary on two sides, the centerline is the straight line between the points where the right-of-way centerlines intersect the property lines on each side.

d. Where right-of-way terminates at the property line on one side at at a T-intersection on the other side, the centerline is the straight line from the right-of-way centerline intersection with the property line to the intersection of the existing street centerlines at the T-intersection.

e. Where right-of-way terminates at T-intersections on two sides of a property, the centerline is the straight line between the intersections of the existing street centerlines at each T-intersection.

5. Other yard or building setbacks are in addition to the special setbacks required by this section. Those setback distances must be measured at right angles to the street centerline specified above.
Table 4.2-1A

<table>
<thead>
<tr>
<th>Street Classification</th>
<th>Setback Distance from the Centerline (1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial</td>
<td>50'</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>38'</td>
</tr>
<tr>
<td>Major Collector</td>
<td>36'</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>35'</td>
</tr>
<tr>
<td>Local Street, &lt;15 percent slope</td>
<td>28.5'</td>
</tr>
<tr>
<td>Local Street, ≥15 percent slope</td>
<td>28'</td>
</tr>
<tr>
<td>Alley</td>
<td>10'</td>
</tr>
</tbody>
</table>

(1) Where fully improved right-of-way abuts the property line of the subject property, the setback distance is one-half of the width of the existing, fully improved right-of-way.

Figure 4.2-B

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

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

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

Figure 4.2-I

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

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

Figure 4.2-K

MINOR COLLECTOR WITH PARKING ON BOTH SIDES
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY
Figure 4.2-L
MINOR COLLECTOR WITH PARKING ON ONE SIDE
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

Figure 4.2-M
MINOR COLLECTOR WITH NO PARKING
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY
Figure 4.2-N

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

Figure 4.2-O

MINOR RESIDENTIAL COLLECTOR WITH PARKING ON ONE SIDE
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY
Figure 4.2-P

MINOR RESIDENTIAL COLLECTOR WITH NO PARKING
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY

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

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

Figure 4.2-PS

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

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

Figure 4.2-RU

LOCAL STREET ≥15 PERCENT SLOPE WITH PARKING ON ONE SIDE
Ref. Section 4.2-105.C.
ILLUSTRATIVE ONLY
**Findings:** Revisions to Private Streets in SDC 4.2-110 proposed below enable developers to construct private streets to the driveway standards instead of being constructed to the same standards as public streets. This Code change is intended to allow internal circulation networks for certain private developments to be constructed under the standards for driveways rather than public streets.

**Council Alternative:** The City Council developed revisions to the Private Streets section to better reflect current application of the Code. Removing the “construction specifications for private streets shall be the same as for public streets” provides more flexibility and lower cost site circulation options for developers to use.

### 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 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.

**********

Findings: 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.

4.2-115 Block Length

Block length for local streets shall not exceed 600 feet, 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:

A. Physical conditions 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;

B. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots/parcels that physically preclude a block length 600 feet or less, considering the potential for redevelopment; or

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.

**********

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

Relevant TSP Policies/Actions:

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

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

Policy 2.4: Maintain and preserve a safe and efficient bike and pedestrian system in Springfield.
Policy 3.5: Address the mobility and safety needs of motorists, transit users, bicyclists, pedestrians, freight, and the needs of emergency vehicles when planning and constructing roadway system improvements.

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

4.2-120 Site Access and Driveways

A. Site Access and Driveways – General.

1. All developed lots/parcels shall have an approved driveway access provided by either direct access to a:
   a. Public street or alley along the frontage of the property; or
   b. Private street that connects to the public street system. The private street shall be constructed as specified in Section 4.2-110 (private streets shall not be permitted in lieu of public streets shown on the City’s adopted Conceptual Local Street Plan Map, or TransPlan the Springfield Transportation System Plan); or
   c. Public street by an irrevocable joint use/access easement serving the subject property that has been approved by the City Attorney, where:
      i. A private driveway is required in lieu of a panhandle driveway, as specified in Section 3.2-220B.; or
      ii. Combined access for 2 or more lots/parcels is required to reduce the number of driveways along a street, as determined by the Public Works Director.

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

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

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

EXCEPTION: Driveway access to or from a higher classification arterial and collector 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.
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C. Driveways shall be designed to allow safe and efficient vehicular ingress and egress as specified in Tables 4.2-2 through 4.2-5 and the City’s Engineering Design Standards and Procedures Manual and the Development & Public Works Standard Construction Specifications.

Table 4.2-2

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Driveway Width</th>
<th>Transition Width</th>
<th>Throat Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1-Way</td>
<td>2-Way</td>
<td></td>
</tr>
<tr>
<td>Single-family and Duplexes (3)[4]</td>
<td>12’/16’</td>
<td>12’/24’(1)</td>
<td>3’/3’ N.A.</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>24’/35’(1)</td>
<td>5’/8’</td>
<td>18’(2)</td>
</tr>
<tr>
<td>Commercial/Public Land (4)[5]</td>
<td>12’/18’</td>
<td>24’/35’(1)</td>
<td>8’/N.A.</td>
</tr>
<tr>
<td>Industrial (6)</td>
<td>12’/18’</td>
<td>24’/35’(1)</td>
<td>8’/N.A.</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 driveways A driveway serving a single-family or and duplex dwellings shall must be paved for the first 18 feet from the edge of existing street pavement to the property line and for a distance of at least 18 feet from the property line into the property when abutting a curb and gutter paved street; these driveways may be gravel surfaced for the remainder of their length. Driveways A residential driveway abutting an unimproved gravel streets shall may have a gravel surface until the abutting street is paved. Permeable pavement is allowed on a residential driveway consistent with standards in the City’s Engineering Design Standards and Procedures Manual.

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

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

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

Table 4.2-3

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Driveway Width(1)</th>
<th>Radius of Curb(2)</th>
<th>Throat Depth Minimum(3)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Min.</td>
<td>Max.</td>
<td>Min.</td>
</tr>
<tr>
<td>Single-family and Duplexes</td>
<td>N.A.</td>
<td>N.A.</td>
<td>N.A.</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>24 feet</td>
<td>30 feet</td>
<td>10 feet</td>
</tr>
<tr>
<td>Commercial/ Public Land</td>
<td>24 feet</td>
<td>35 feet</td>
<td>15 feet</td>
</tr>
<tr>
<td>Industrial</td>
<td>24 feet</td>
<td>35 feet</td>
<td>15 feet</td>
</tr>
</tbody>
</table>

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

(2) Greater curb radii may be permitted where high volumes of large trucks are anticipated.

(3) Measured from the face of the curb to the first stall or aisle.
Table 4.2-4
Minimum Separations Between a Driveway and the Nearest Intersection Curb Return on the Same Side of the Street.(1)

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Street Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family Residential and Duplexes</td>
<td>Arterial 200 feet</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>Arterial 200 feet</td>
</tr>
<tr>
<td>Commercial/Public Land</td>
<td>Arterial 200 feet</td>
</tr>
<tr>
<td>Industrial</td>
<td>Arterial 200 feet</td>
</tr>
</tbody>
</table>

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

4.2-130 Vision Clearance Area

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

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

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

C. The clear area shall be in the shape of a triangle. Two sides of the triangle shall 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 Vision Clearance Area:

Table 4.2-5

<table>
<thead>
<tr>
<th>Type of Intersection</th>
<th>Measurement Along Each Property Line</th>
</tr>
</thead>
</table>

Visit project website for more information: http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/
Any Street | 2520 feet (1)
Any Alley | 15 feet (1)
Any Driveway | 10 feet (1)

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

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

**Figure 4.2-A**

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

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

**4.2-135 Sidewalks**
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A. Sidewalks and planter strips abutting public streets shall be located wholly within the public street right-of-way, unless otherwise approved by the Public Works Director.

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

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

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

2. Sidewalks must conform to current ADA standards.

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

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

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

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

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

D. Maintenance of sidewalks is the continuing obligation of the abutting property owner.
Findings: Implementing updated street design standards per Policy 3.3, Action 1, changes to SDC 4.2-140 clarify that street trees on private property cannot be removed without prior approval, that street trees cannot be removed to accommodate proposed driveways, and that street tree removal requires prior City authorization. Other housekeeping-related text changes are included below.

4.2-140 Street Trees

Street trees are those trees required within the public right-of-way. The primary purpose of street trees is to create a streetscape that benefits from the aesthetic and environmental qualities of an extensive tree canopy along the public street system. Street trees are attractive amenities that improve the appearance of the community, providing shade and visual interest, and enhance the pedestrian environment. Street trees also improve air quality, reduce stormwater runoff, and moderate the micro-climate impacts of heat absorbed by paved surfaces. Street trees may be located within a planter strip, in or within 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 existing street trees on private property cannot be removed without prior authorization by the Director. Removal shall require 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 must not be removed to accommodate additional or expanded driveways.

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

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

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

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

C. Street Tree Maintenance Responsibility.

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

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

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

**********

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

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

4.2-145 Street Lighting Standards
Public street lighting design and placement for streets, paths, and accessways must conform to the following design standards and is specified in the City’s Engineering Design Standards and Procedures Manual and the Development & Public Works Standard Construction Specifications and is approved by the Public Works Director.

A. Street 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 material and installation costs.

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

C. Design Standards.


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

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

4. Decorative poles with City-approved LED fixtures and lighting controls must be used on all streets within the Nodal Development Overlay District and where any refinement plan or plan district requires decorative lighting. Decorative poles may be used on streets, paths, and accessways in any other zone at the option of the developer as approved by the Director.

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

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

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

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

9. The weak point illumination must not be less than 0.1 foot candles.
10. Roadway style poles set behind sidewalks must have eight (8) foot arm length. Roadway style poles set between curb and sidewalk or where no sidewalk exists must have six (6) foot arm length.

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

12. Pole Height.

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

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

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

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

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

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

**********

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

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

4.2-150 Bikeways Multi-Use Paths
A. Bikeways. Development abutting an existing or proposed bikeway multi-use path identified in TransPlan or Springfield Bicycle Plan shall the Springfield Transportation System Plan, City-adopted bicycle and pedestrian plan, adopted Willamalane Park and Recreation District Comprehensive Plan, or shown on the Conceptual Street Map must include provisions for the extension of these facilities the multi-use path through the development area by the dedication of public easements or rights-of-way. The developer shall bear the cost of bikeway multi-use path improvements unless additional property owners are benefitted. In this case, other equitable means of cost distribution may be approved by the City.

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

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

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

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

******

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

4.2-155 Pedestrian Trails

A. Developments abutting existing or proposed pedestrian trails identified on the adopted Willamalane Park and Recreation District Comprehensive Plan shall provide for the future extension of the pedestrian trails through the dedication of easements or right-of-way. The developer is responsible for trail surfacing, as approved by the Willamalane Parks and Recreation District and/or the City. Trails shall be constructed to allow for adequate drainage and erosion control.
B. In dedicating an easement or right-of-way for public trails, the owner shall demonstrate compliance with the following criteria:

1. Trail easements or right-of-way shall:
   a. Be 25 feet wide as and paved as specified in the ODOT Bicycle and Pedestrian Plan and/or with the City’s Engineering Design Standards and Procedures Manual. The width standard may be reduced if the Director finds this standard to be impractical due to physical constraints.
   b. Be located within a site:
      i. To allow the trail to be buffered from existing and proposed dwellings on the site and on adjacent properties;
      ii. To maintain the maximum feasible privacy for residents; and
      iii. Ensure that future trail construction will avoid parking and driveway areas and other activity areas which might conflict with pedestrian movements.
   c. Allow for future construction of trails.

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

**********

Findings: 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 dedicated as public right-of-way during the development review process.

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

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.

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

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

2. Where an accessway is proposed as a secondary access for emergency vehicles or in combination with bicycle and/or pedestrian travel, the right-of-way shall must be a minimum of 24 feet wide; consisting of a 10-foot wide area paved with either asphalt concrete or Portland Cement concrete and two additional 4-foot wide areas on both sides that may be are turf block, grasscrete, 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 must be installed outside the 20-foot travel way path, but within the public right-of-way.

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

C. The Director may require improvements to existing unimproved accessways on properties abutting and adjacent to the property proposed to be developed. Where possible, the improvements to unimproved accessways shall continue to the closest public street or developed accessway. The developer shall bear the cost of accessway improvements, unless other property owners are benefited. In this case, other equitable means of cost distribution may be approved by the City. Where possible, accessways may also be employed to accommodate public utilities.

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

Relevant TSP Policies/Actions:

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

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

Policy 3.8: Coordinate the design of Springfield’s transportation system with relevant local, regional, and state agencies.
Action 3:  Partner with LTD to provide frequent transit network connections along major corridors. The frequent transit network should connect to local neighborhood bus service and major activity centers to provide viable alternatives to vehicle trips.

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

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

4.6-100  Vehicle Parking, Loading and Bicycle Parking Standards

<table>
<thead>
<tr>
<th>4.6-110</th>
<th>Motor Vehicle Parking—General</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.</td>
<td>Off-street parking spaces shall be provided, for consistent with requirements in Section 4.6-125, Table 4.6-2, unless excepted as allowed herein, for:</td>
</tr>
<tr>
<td></td>
<td>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.</td>
</tr>
</tbody>
</table>
2. Changes in use or the use category of an existing building or structure.

3. The Director may authorize a reduction in the number of required parking spaces without a Variance:
   a. Based on an approved Parking Study, prepared by a Transportation Engineer; and/or
   b. When the location of a building on a site makes it impractical to provide the number of required spaces without demolishing all or part of the building, and no alternative parking arrangements are reasonably available; and
   c. Based on an affirmative finding by the Director that the exception will have no negative impacts on neighboring properties; and
   d. All installed parking shall confirm to the design standards of this Section and Section 4.6-115 and 4.6-120.

B. If parking has been provided to serve an existing use, the number of parking spaces shall 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 Sections 4.6-110.H-L and Special Provisions to Table 4.6-2 shall not reduce the number of ADA parking spaces required in accordance with the minimum parking in Table 4.6-2 or under Section 4.6-110.M.

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

E. 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.
Springfield Development Code Amendments – Council Alternative

G4. When 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 1/2 space credit toward the required amount of off-street parking spaces. The developer is responsible for marking any on-street spaces.

H. 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 20 percent of required vehicular parking off-street motor vehicle parking otherwise required in Table 4.6-2. 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 parking requirement is reduced by one (1) space. When existing parking converted to bicycle parking under this subsection results in surplus motor vehicle parking spaces, the surplus parking may be converted to another use in conformance with the requirements of this Code. Existing parking may be converted to take advantage of this provision.

I. 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.

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

K. Reduction Credit for ADA Improvements for Frequent Transit Corridors. Development sites abutting or within ¼-mile of an existing or proposed Frequent Transit Corridor may receive a reduction of up to 10 percent from the minimum off-street motor vehicle parking required in Table 4.6-2 in exchange for contribution to the City for ADA improvements in the public right-of-way. The required contribution will be equal to the Base Curb Ramp Fee multiplied by each set of four parking spaces to be reduced, rounded up to the next whole number (e.g. one Base Curb Ramp Fee for 1-4 parking spaces reduced, double the Base Curb Ramp Fee for 5-8 parking spaces reduced, etc.). The Base Curb Ramp Fee must be set by Council resolution and must be approximately the cost of constructing one ADA-compliant curb ramp. Nothing in this subsection waives or alters any requirement for a developer to construct or provide on-site or off-site ADA improvements.

L. Outside of the Downtown Exception Area and Glenwood Riverfront Mixed-Use Plan District, a cumulative maximum reduction of 20 percent of the minimum off-street parking required in Table 4.6-2 may be applied using the credits, allowances, and exceptions to minimum parking requirements established in this Code.

M. 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.
4.6-115  **Motor Vehicle Parking—Parking Lot Design**

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

Table 4.6-1

<table>
<thead>
<tr>
<th>Dimensional Feature (all dimensions in feet)</th>
<th>Diagram</th>
<th>Parking Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stall width, standard</td>
<td>A</td>
<td>9.0 9.0 9.0 9.0</td>
</tr>
<tr>
<td>Stall width, compact</td>
<td>A</td>
<td>8.0 8.0 8.0 8.0</td>
</tr>
<tr>
<td>Stall length, standard</td>
<td>B</td>
<td>24.0 18.0 18.0 18.0</td>
</tr>
<tr>
<td>Stall length, compact</td>
<td>B</td>
<td>22.0 16.0 16.0 16.0</td>
</tr>
<tr>
<td>Aisle width between stall lines</td>
<td>C</td>
<td>12.0 12.0 16.0 24.0</td>
</tr>
<tr>
<td>Bumper overhang (typical)</td>
<td>D</td>
<td>0.0 1.5 1.8 2.0</td>
</tr>
<tr>
<td>Cross-aisle, 1-way</td>
<td>E</td>
<td>16.0 16.0 16.0 16.0</td>
</tr>
<tr>
<td>Cross-aisle, 2-way</td>
<td>F</td>
<td>24.0 24.0 24.0 24.0</td>
</tr>
</tbody>
</table>
Figure 4.6A
Parking Lot Design

X = STALL NOT ACCESSIBLE IN CERTAIN LAYOUTS
**Findings:** Changes in SDC 4.6-120 relocate the parking reduction currently allowed under Subsection I to group it with other parking reduction options in SDC 4.6-110. Revision to SDC 4.6-120.A. to allow for permeable pavement is proposed following review of City standards called for in Policy 3.3, Action 1. The added language permits the Director to authorize permeable paving in parking areas and driveways, providing stormwater and environmental benefits from an alternative to standard paving.

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

**4.6-120 Motor Vehicle Parking – Parking Lot Improvements**

All parking areas shall conform to the setback, vision clearance, planting and screening provisions of this Code and shall be completed prior to occupancy. Required parking spaces shall be improved as follows:
A. All parking areas shall have a durable, dust free surfacing of Asphaltic concrete, Portland cement concrete or other materials as specified in the Building Safety Codes and approved by the Building Official-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 rights-of-way, and abutting private property. All drainage systems shall be approved by the City Engineer Building Official and shall be constructed in conformance with the Building Safety Codes.

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

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

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

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

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

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

FG. 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.”

GH. Parking Spaces For Disabled Persons for People with Disabilities.

1. Parking spaces for disabled persons people with disabilities and accessible passenger loading zones that serve a particular building shall be located as close as possible to a building entrance.

2. The number and dimensions of parking spaces for disabled persons people with disabilities shall be as specified in Section 104.1106 of the Oregon Structural Specialty Code.
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.

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

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

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

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

Under Special Provisions in SDC 4.6-125G.1.a., the existing 20% limitation on parking reduction for nonresidential uses in Mixed Use Districts is proposed to be deleted, given the proposed text in SDC 4.6-110 allows for a higher percentage parking reduction. Text in SDC 4.6-125G.2. is modified to reflect that residential mixed uses – like non-residential mixed uses – are required to comply with the minimum parking requirements only for off-street surface parking. This helps distinguish, and provide support, for provision of structured parking to help meet parking demands, particularly within Mixed Use zoning districts. The exception language in SDC 4.6-125G.3. is proposed to be deleted since the proposed new Code text allows parking reductions for development sites on, and proximate to, frequent transit corridors irrespective of the use.
The deletion in SDC 4.7-195.1.8. is for consistency with the proposed amendments in Table 4.6-2.

**Council Alternative:** The City Council developed a revised version of Table 4.6-2 shown below that further simplifies the table and adds flexibility to deviate from the requirement in the table based on section 4.6-110.

### 4.6-125 Motor Vehicle Parking – Parking Space Requirements

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwellings – single-family, duplexes and manufactured</td>
<td>1 for each dwelling</td>
</tr>
<tr>
<td>Dwellings – cluster subdivisions</td>
<td>See applicable dwelling unit</td>
</tr>
<tr>
<td>Child Care Centers</td>
<td>1 drop-off space for each 700 square feet of gross floor area, plus 1</td>
</tr>
<tr>
<td></td>
<td>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</td>
</tr>
<tr>
<td></td>
<td>for each 100 square feet of 6 or more student’s 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</td>
</tr>
<tr>
<td></td>
<td>on the busiest shift</td>
</tr>
<tr>
<td>Dwellings – multiple family other than quads or quints</td>
<td>1.5 for each dwelling unit</td>
</tr>
<tr>
<td>Public Utility Facilities</td>
<td>None, unless utility vehicles will be parked overnight.</td>
</tr>
<tr>
<td>Dwellings – quads or quints</td>
<td>0.75 for each bedroom</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>None</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</td>
</tr>
<tr>
<td></td>
<td>and 1 for each 200 square feet of gross floor area for the remainder</td>
</tr>
<tr>
<td></td>
<td>of the building</td>
</tr>
</tbody>
</table>

Visit project website for more information: [http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/](http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/)
### Minimum Parking Requirements

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Parking Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail sales, personal service, including small scale repair</td>
<td>1 for each 300 square feet of gross floor area.</td>
</tr>
<tr>
<td>and maintenance and offices</td>
<td></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.</td>
</tr>
<tr>
<td></td>
<td>Once a shopping center or mall has been approved, no additional parking shall be required,</td>
</tr>
<tr>
<td></td>
<td>unless there is new construction.</td>
</tr>
<tr>
<td>Transportation facilities</td>
<td>1 for each 300 square feet of gross floor area, excluding 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 of gross floor area for each 1000 square feet of gross floor area.</td>
</tr>
<tr>
<td></td>
<td>Warehousing.</td>
</tr>
<tr>
<td>Secondary industrial uses</td>
<td>See applicable use in this table.</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Parking Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Uses</td>
<td></td>
</tr>
<tr>
<td>Single family (attached and detached) 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>
</tbody>
</table>
### Group care facilities
0.25 space for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.

### Boarding and rooming houses (see SDC 4.7-215)
One-half of an additional parking space for each boarding room in addition to any parking for a primary use.

### Commercial/Industrial Uses

<table>
<thead>
<tr>
<th></th>
<th>Parking spaces required</th>
</tr>
</thead>
<tbody>
<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>
</tbody>
</table>

### Public and Institutional Uses

<table>
<thead>
<tr>
<th></th>
<th>Parking spaces required</th>
</tr>
</thead>
<tbody>
<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>

1808

### Special Provisions:

1809

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 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.

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

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

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

C. Light-Medium Industrial (LMI), Heavy Industrial (HI), and Special Heavy Industrial (SHI) Districts. In addition to reductions permitted in accordance with the provisions of Section 4.6-110, 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.

3. EXCEPTION: The Director may reduce the minimum residential parking standard when it is demonstrated that proposed housing is along a frequent service transit line, or is otherwise provided for by this Code.
4. Proposed Changes to Bicycle Parking Standards (SDC Chapters 3 & 4)

Relevant TSP Policies/Actions:

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

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

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

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

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

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

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

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

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

4.6-140 Bicycle Parking—Purpose and Applicability

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

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

### 4.6-145 Bicycle Parking—Facility Design

A. The required minimum number of bicycle parking spaces for each principal use is 3 spaces. Specific requirements per use are given in Section 4.6-155. Additional bicycle parking spaces may be required at common use areas. Fractional numbers of spaces shall be rounded up to the next whole space. Required bicycle parking spaces and facilities must be a powder coated staple or inverted-U rack as shown in Figure 4.6-B. Alternatively, the required bicycle parking spaces must fulfill the criteria for quality bicycle parking, which are as follows:

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

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

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

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

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

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

1. Each oversized bicycle parking space must provide minimum clear area of 4 feet by 8 feet as shown in Figure 4.6-C.

2. At least 10% of the long-term bicycle parking spaces for commercial uses and residential uses must be oversized bicycle parking spaces.

3. At least 10% of the short-term bicycle parking spaces for schools (elementary through high school) must be oversized bicycle parking spaces.

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

Figure 4.6-B
Two spaces per rack

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

6 feet

2 feet

18 inches interior space
2 feet end space

5 feet

2 feet

6 feet

length of 1 bicycle space

2010

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Figure 4.6-C

2011

Visit project website for more information: http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/
**Findings:** The following section proposes establishing requirements for rack type that align with current high quality standards for bicycle racks.

### 4.6-150 Bicycle Parking—Facility Improvements

#### A. Bicycle Parking Location and Security.

1. **Bicycle Parking Location and Security.**
   
   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. **Exterior long-term bicycle parking must be located within 200 feet from the main building entrance, primary point of entry to the use, or employee entrance.**

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

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

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

6. **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.**

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

8. **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 must be provided from the bicycle parking area to the building entrance. Bicycle parking may be located in the public sidewalk or right-of-way where there is a minimum 5 feet between the parked bicycle and the storefront and does not conflict with pedestrian accessibility.
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 modes of transportation by employees or patrons may be eligible for a 10 percent reduction of Transportation System Development Charges if the Director determines that those facilities encourage bicycling or other alternative active modes of transportation by employees or patrons if the City Engineer determined a decrease in vehicle trips will result.

Figure 4.6-B
Findings: The following table is intended to entirely replace existing Table 4.6-3 in order to make it more concise. The existing table 4.6-3 is shown in strikethrough, highlighted formatting. Below the existing strikethrough table, the proposed table started with the recommendations from the Regional Bike Parking Study and then was further revised through input from the Stakeholder Sounding Board and Planning Commissions.
4.6-155 Bicycle Parking—Number of Spaces Required

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

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

Table 4.6-3

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Minimum Parking Requirements (Minimum 3 spaces required)</th>
<th>Type and % of Bike Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tri-plexes, 4-plexes, and multifamily (3 or more dwellings on same lot/parcel)</td>
<td>1 per dwelling unit</td>
<td>100% long term</td>
</tr>
<tr>
<td>Manufactured dwelling-park</td>
<td>1 per 100 square feet for common-use buildings</td>
<td>N.A.</td>
</tr>
<tr>
<td>Day care centers where 13 people or more are served</td>
<td>1 per 10 employees</td>
<td>100% long term</td>
</tr>
<tr>
<td>Group care facilities with 6 or more people living at the facility</td>
<td>1 per 10 employees</td>
<td>N.A.</td>
</tr>
<tr>
<td>Transient accommodations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bed and breakfast facilities</td>
<td>1 per 10 guest bedrooms</td>
<td>100% long term</td>
</tr>
<tr>
<td>Bedroom, boarding and rooming houses</td>
<td>1 per guest room</td>
<td>100% long term</td>
</tr>
<tr>
<td>Emergency shelter homes/homeless shelters</td>
<td>1 per 10 beds</td>
<td>75% long term, 25% short term</td>
</tr>
<tr>
<td>Campus living organizations, including fraternities and sororities</td>
<td>1 for each 2 occupants for which sleeping facilities are provided</td>
<td>100% long term</td>
</tr>
<tr>
<td>University and college dormitories</td>
<td>1 for each 2 occupants for which sleeping</td>
<td>100% long term</td>
</tr>
<tr>
<td>Land Use</td>
<td>Minimum Parking Requirements (Minimum 3 spaces required)</td>
<td>Type and % of Bike-Parking</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>--------------------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Commercial Uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural and animal sales and service</td>
<td>1 per each 4000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Amusement centers (including, but not limited to: arcades, pool tables, bowling alleys)</td>
<td>1 per each 1000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Arenas (indoor and outdoor)</td>
<td>1 per 20 seats.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Artists galleries/studios</td>
<td>1 per each 500 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Athletic facilities and sports clubs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Viewing areas</td>
<td>1 per each 280 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Locker rooms, saunas, whirlpools, weight rooms, or gymnasiums</td>
<td>1 per each 750 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Lounge or snack bar areas</td>
<td>1 per each 600 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Pro shops or sales areas</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Playing courts</td>
<td>10% of auto spaces (minimum of 4).</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Swimming pools</td>
<td>1 per each 2000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>75% short term</td>
</tr>
<tr>
<td>Automotive, marine, appliance, service and</td>
<td>1 per each 6000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Land Use</td>
<td>Minimum Parking Requirements (Minimum 3 spaces required)</td>
<td>Type and % of Bike Parking</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>----------------------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Repair</td>
<td></td>
<td>75% short-term</td>
</tr>
<tr>
<td>Automotive parts stores</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>100% short term</td>
</tr>
<tr>
<td>Ballet, dance, and gymnastic schools/academies/studios</td>
<td>1 per each 400 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Banks, savings and loan offices, credit unions</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Business and professional offices and personal services (except as noted below)</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Barber, beauty, nail, tanning shops, and self-service laundromats</td>
<td>1 per each 2000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Convenience stores, liquor stores, general merchandise stores, including supermarkets, department stores, and specialty stores (computer, gift, or video, for example)</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Eating and drinking establishments</td>
<td>1 per each 600 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Equipment, heavy and light, rental/sales/service. Includes truck and tractor sales</td>
<td>1 per each 4000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Furniture and home furnishing stores, hardware/home improvement stores, including building material and supplies</td>
<td>1 per each 6000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Garden supply/nurseries, including fee and seed stores</td>
<td>1 per each 6000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Hotels, motels, youth hostels, and similar businesses providing overnight accommodations</td>
<td>1 per 10 guest bedrooms.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Manufactured dwelling: Sales/service/repair</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term</td>
</tr>
<tr>
<td>Land Use</td>
<td>Minimum Parking Requirements (Minimum 3 spaces required)</td>
<td>Type and % of Bike-Parking</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Motor vehicle and tire sales, service stations, including quick servicing</td>
<td>1 per each 6000 square feet of floor area</td>
<td>100% short term</td>
</tr>
<tr>
<td>Mortuaries and cemeteries</td>
<td>1 per each 3000 square feet of floor area</td>
<td>100% short term</td>
</tr>
<tr>
<td>Office or medical equipment and supplies</td>
<td>1 per each 3000 square feet of floor area</td>
<td>25% long term</td>
</tr>
<tr>
<td>Photographer’s studios, picture framing and glazing</td>
<td>1 per each 3000 square feet of floor area</td>
<td>75% short term</td>
</tr>
<tr>
<td>Public utility facilities not containing employees in commercial districts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreational vehicles and heavy truck sales, service, and repair</td>
<td>1 per each 4000 square feet of floor area</td>
<td>100% short term</td>
</tr>
<tr>
<td>Shopping centers and malls</td>
<td>1 per each 3000 square feet of floor area</td>
<td>25% long term</td>
</tr>
<tr>
<td>Theaters, live entertainment and motion picture</td>
<td>1 per 40 seats</td>
<td>25% long term</td>
</tr>
<tr>
<td>Transportation facilities</td>
<td>1 per each 3000 square feet of floor area</td>
<td>75% long term</td>
</tr>
<tr>
<td>Warehouse commercial sales, regional distribution center</td>
<td>1 per each 6000 square feet of floor area</td>
<td>25% long term</td>
</tr>
<tr>
<td>Industrial Uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural, resource production and extraction</td>
<td>1 per each 600 square feet of floor area</td>
<td>100% short term</td>
</tr>
<tr>
<td>Manufacture and assembly</td>
<td>1 per 3000 square feet of floor area</td>
<td>25% long term</td>
</tr>
</tbody>
</table>

Visit project website for more information: [http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/](http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/)
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Minimum Parking Requirements (Minimum 3 spaces required)</th>
<th>Type and % of Bike-Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail trade when secondary, directly related, and limited to products manufactured, repaired, or assembled on the development site</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Education</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Universities or colleges, schools, business or specialized educational training</td>
<td>1 per 5 full-time students</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Schools, driving (including use of motor vehicles)</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Schools, public or private (elementary through high school)</td>
<td>1 per 8 students.</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Universities or colleges</td>
<td>1 per 5 full-time students</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Government</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Libraries</td>
<td>1 per each 1500 square feet of floor area.</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Museum</td>
<td>1 per each 500 square feet of floor area.</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Government services, not specifically listed in this or any other uses and permits table</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Correctional facilities, excluding residential treatment centers</td>
<td>1 per 20 beds.</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Medical and Health Services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blood-banks</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>100% short term</td>
</tr>
<tr>
<td>Hospitals, clinics, or other medical health treatment facilities (including mental health)</td>
<td>1 per each 3000 square feet of floor area.</td>
<td>25% long term, 75% short term</td>
</tr>
<tr>
<td>Land Use</td>
<td>Minimum Parking Requirements (Minimum 3 spaces required)</td>
<td>Type and % of Bike-Parking</td>
</tr>
<tr>
<td>---------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>in excess of 10,000 square feet of floor area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laboratories—medical, dental, x-ray.</td>
<td>1 per each 3000 square feet of floor area</td>
<td>25% long term 75% short-term</td>
</tr>
<tr>
<td>Nursing homes, plasma center, residential treatment centers</td>
<td>1 per 15 beds</td>
<td>75% long term 25% short-term</td>
</tr>
<tr>
<td>Veterinary and wildlife care centers</td>
<td>1 per each 3000 square feet of floor area</td>
<td>100% short term</td>
</tr>
<tr>
<td>Other uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Civic, social, fraternal organizations, including clubs and lodges of national organization</td>
<td>1 per each 3000 square feet of floor area</td>
<td>100% short term</td>
</tr>
<tr>
<td>Community and neighborhood centers</td>
<td>1 per each 1000 square feet of floor area</td>
<td>25% long term 75% short-term</td>
</tr>
<tr>
<td>Park, community or regional</td>
<td>Minimum of 4 plus additional spaces if the park is developed with the following improvements: Playing court: 2 spaces Picnic Shelter: 2 spaces Playground: 2 spaces Athletic/Playing Field: 4 spaces Skateboard Park: 2 spaces Restroom: 2 spaces</td>
<td>100% short term</td>
</tr>
<tr>
<td>Parking garages</td>
<td>10% of auto spaces</td>
<td>100% long term</td>
</tr>
<tr>
<td>Race tracks, including drag strips and go-cart tracks</td>
<td>1 per 40 seats</td>
<td>25% long term 75% short-term</td>
</tr>
<tr>
<td>Religious, social and public institutions</td>
<td>1 per 40 fixed seats or 60 feet of bench length or every 200 square feet where no permanent seats or benches are maintained in main</td>
<td>100% short term</td>
</tr>
</tbody>
</table>

Visit project website for more information: [http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/](http://www.springfield-or.gov/city/development-public-works/transportation-system-plan/)
## Springfield Development Code Amendments – Council Alternative

### Table 4.6-3 Minimum Required Bicycle Parking Spaces

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Specific Uses</th>
<th>Number of Required Spaces</th>
<th>Long and Short Term Bicycle Parking Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential</strong></td>
<td>Single-family and duplexes</td>
<td>0</td>
<td>N/A</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 3 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>50% long term 50% short term</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td>General Retail</td>
<td>1 per 3000 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></td>
<td>Drive-through Only Establishments</td>
<td>2 for employee parking (minimum of 4 does not apply)</td>
<td>100% long term</td>
</tr>
<tr>
<td></td>
<td>Lodging</td>
<td>1 per 10 rentable rooms</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Office, including Medical Offices and Clinics</td>
<td>0.75 per 5000 square feet of floor area</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Industrial and Wholesale</td>
<td>0.25 per employee OR 1 per 4000 square feet of floor area, whichever is less</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td><strong>Institutional</strong></td>
<td>Government related uses</td>
<td>1 per 3000 square feet of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td></td>
<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>
</tr>
<tr>
<td></td>
<td>Parks and playgrounds</td>
<td>8 per park or playground</td>
<td>100% short term</td>
</tr>
<tr>
<td></td>
<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>
</tr>
<tr>
<td></td>
<td>Universities/Colleges</td>
<td>1 per 5 full time students</td>
<td>25% long term 75% short term</td>
</tr>
</tbody>
</table>

- **Transit park and ride, transit station**
  - Minimum 10 spaces, 10% of auto spaces, whichever is greater.
  - 25% long term 75% short term
<table>
<thead>
<tr>
<th></th>
<th>Hospitals and Medical Centers</th>
<th>1 per 3000 square feet of floor area</th>
<th>75% long term 25% short term</th>
</tr>
</thead>
<tbody>
<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></td>
<td>100% short term</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation-Related</th>
<th>Structured Parking</th>
<th>10% of the number of vehicle parking spaces provided</th>
<th>75% long term 25% short term</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Station</td>
<td></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>
</tr>
<tr>
<td>Transit Park &amp; Ride</td>
<td></td>
<td>10% of the number of vehicle parking spaces provided</td>
<td>50% long term 50% short term</td>
</tr>
</tbody>
</table>

2100

2101

**********
**Findings:** 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

<table>
<thead>
<tr>
<th>G. Vehicle/Bicycle Parking and Loading Standards.</th>
</tr>
</thead>
</table>

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

**Bicycle Parking Standards Table 3.4-2**

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Use Sub-Category</th>
<th>Number of Required Spaces</th>
<th>Long and Short Term Bicycle Parking Percentages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>Eating and Drinking Establishments</td>
<td>1 per 600 sq. ft. of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td></td>
<td>Hospitality</td>
<td>1 per 20 rentable rooms</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Personal Services</td>
<td>1 per 2000 sq. ft. of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td></td>
<td>Professional, Scientific and Technical Services</td>
<td>1 per 3000 sq. ft. of floor area</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Retail Sales and Services</td>
<td>1 per 3000 sq. ft. of floor area</td>
<td>25% long term 75% short term</td>
</tr>
<tr>
<td>Employment</td>
<td>Office Employment</td>
<td>1 per 3000 sq. ft. of floor area</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Light Manufacturing</td>
<td>1 per 10,000 sq. ft. of floor area</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Light Manufacturing Storage</td>
<td>1 per 10,000 sq. ft. of floor area</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td></td>
<td>Warehousing</td>
<td>1 per 40,000 sq. ft. of floor area</td>
<td>75% long term 25% short term</td>
</tr>
<tr>
<td>Recreation</td>
<td>Park Blocks or Riverfront Linear Park Recreational Facilities</td>
<td>8 per each park block and 4 per each mile of riverfront linear park</td>
<td>100% short term</td>
</tr>
<tr>
<td>Residential</td>
<td>Senior and Congregate Care</td>
<td>1 per 4 rooms</td>
<td>75% long term 25% short term</td>
</tr>
</tbody>
</table>

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

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

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

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

**Findings:** The Springfield and Lane County Planning Commissions recommended approval of adding language to SDC 4.7-195A.8. to increase convenience and safety of people walking and biking within school sites. The Planning Commission and Stakeholder Sounding Board felt that it was appropriate to require the additional design requirements where students will be frequent users. The section below was moved from the “Housekeeping changes” section of the document to this new location due to the nature of the proposed amendments.

**Section 4.7-100 SPECIFIC DEVELOPMENT STANDARDS**
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. Schools may be located in any zone that permits schools. A unique relationship exists between schools and the community, which requires special consideration when applying screening standards. Maintaining clear sight lines for the security and safety of children is desirable and may be achieved through the use of non-opaque fencing and/or landscaping. The standards in Section 5.17-100 are applied only when required to screen playground structures, spectator seating facilities, parking, storage yards and trash receptacles or where significant conflicts are determined by the Director.

1. All new facilities and additions over 10,000 square feet or those additions exceeding 50 percent of the size of the existing building shall be approved in accordance with a Type III review procedure (a Type II Site Plan application raised to a Type III review as specified in Section 5.1-130). The Site Plan application shall also address the standards specified in Subsections 2. through 11., below.

**EXCEPTION:** Public/Private Elementary/Middle Schools in the PLO District are reviewed under Type II Review.

2. A maximum of 65 percent of the site may be covered in impervious surface. The remainder of the site shall comply with the planting standards in Section 4.4-100.

3. Schools shall have a landscaped front yard of 20 feet and landscaped side and rear yards of 30 feet. Athletic spectator seating structures adjoining residential uses shall be set back at least 75 feet, unless the Director determines that adequate buffering can be provided with a reduced setback. However, in no instance shall this setback (from spectator facilities) be less than 30 feet. Parking areas shall maintain a landscaped buffer of 15 feet when adjoining a residential use.

4. Light shall be directed away from adjoining less intensive uses.

5. Other uses permitted within school facilities include day care facilities, social service offices or other after school program activities approved by the School District and which otherwise do not require discretionary approval.

6. All plants used for “landscaped buffering” shall be a minimum of 5-gallon in size and shall reach a height of at least 36 inches within 1 year of planting.

7. Paved playground areas may be used as overflow parking for special events.

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. All parking lots must be designed so that a person walking between...
the bicycle parking facilities and the main building entrance or primary point of entry to the
school is not required to cross a driveway, loading space, or other area intended for motor
vehicle circulation. The Director may require wider sidewalks at major approaches to schools as
deemed necessary for pedestrian safety and capacity.

9. Any jointly shared recreational facilities, playgrounds or athletic field shall require a joint use
agreement that will provide for public use and continued maintenance.

10. Elementary schools shall have a maximum building height of 35 feet, middle schools shall have a
maximum building height of 45 feet.

11. A Traffic Impact Study and Parking Study, prepared by a Transportation Engineer, shall be
approved by the City Engineer.

B. In the PLO District, public/private elementary/ middle schools shall be adjacent to residentially-zoned
property.

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

Section 6.1-100 Definitions

6.1-110 Meaning of Specific Words and Terms

AASHTO. American Association of State Highway and Transportation Officials.

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

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

Block Length. The distance along a public or private street between the centerline of two intersecting streets,
including “T” intersections but excluding cul-de-sacs.
Block Perimeter. The sum of all block lengths for a given block, also measured as the distance to travel once completely around the block, ending at the starting point as measured from the centerline of the street.

Conceptual Local Street Map. A map maintained by the Public Works Director adopted into the Transportation System Plan depicting existing and future multi-use path and arterial and collector street alignments. The map is intended to guide developers, property owners and City staff concerning the location of future streets. The map assists the Director in reviewing and approving new street alignments proposed in partition or subdivision proposals that are not specified in TransPlan, so that the streets are consistent with OAR Chapter 660-12 and the standards specified in this Code.

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

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

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

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

Neighborhood Activity Center. Any public park or recreation facility, public or private school, government service, commercially zoned property, or mixed-use zoned property.

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

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

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

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

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

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

**********

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

4.7-140 Siting Duplexes in All Residential Districts

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

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

2. Duplexes on interior lots/parcels approved on property previously zoned RG Residential (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.

**********

5.12-100 Land Divisions – Partitions and Subdivisions

5.12-120 Tentative Plan Submittal Requirements
A Tentative Plan application shall contain the elements necessary to demonstrate that the provisions of this Code are being fulfilled.

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

### A. General Requirements.

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

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

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

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

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

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

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

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

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

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

11. The locations widths and purpose of all existing or proposed easements on and abutting the proposed land division; the location of any existing or proposed reserve strips.
12. The locations of all areas to be dedicated or reserved for public use, with the purpose, condition or limitations of the reservations clearly indicated.

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

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

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

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

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

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

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

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

1. Roof drainage patterns and discharge locations;

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

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

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

D. A 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, pedestrian trails, multi-use paths, 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 or parcel dimensions and frontage requirements for single-family and duplex lots/parcel established in Section 3.2-215, and driveway width and separation specifications established in Section 4.2-120, where applicable;

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

7. The location of existing and proposed transit facilities;

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

9. A Traffic Impact Study prepared by a Oregon Licensed Traffic Engineer, where necessary, as specified in Section 4.2-105A.4.
E. A Future Development Plan. Where phasing and/or lots/parcels that are more than twice the minimum lot/parcel size are proposed, the Tentative Plan shall include a Future Development Plan that:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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7. Other Proposed Code Housekeeping Changes

Findings: The following amendments to the Code are principally for housekeeping purposes, and proposed in addition to certain housekeeping changes proposed above with more substantive Code amendments implementing TSP policies. The proposed changes help standardize terminology (e.g., current Code has numerous variations in referring to the Conceptual Street Map), address out-of-date references (e.g., department and Director citations below reflect the current Development and Public Works Department naming conventions), correct certain scrivener errors, and update internal cross-references to amended Code provisions. The revisions to the Multi-Unit Design Standards section are to resolve internal inconsistencies that the Code amendments would create if the sections were not revised or removed. Planter strip and block length and block perimeter requirements for Multi-Unit development have been incorporated into the Public Streets section of the Code amendments shown above (SDC 4.2-105).

3.2-200 Residential Zoning Districts

3.2-215 Base Zone Development Standards

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>(8)</td>
<td>Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.</td>
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</tbody>
</table>

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3.2-240 Multi-unit Design Standards

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

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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):

a. A minimum of 15 percent of the site shall be landscaped with a mix of vegetative ground cover, shrubbery and trees. Trees, a minimum 2 inches (dbh) in caliper, and shrubbery, a minimum of 24 inches in height, shall be planted. Bark mulch, rocks and similar non-plant material may be used to compliment the cover requirement, but shall not be considered a sole substitute for the vegetative ground cover requirement;

b. 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;
Street trees, a minimum 2 inches (dbh) caliper, shall be placed within the planter strips between the curb and the sidewalk. Street trees shall be planted 1 per every 30 linear feet (minimum) of street frontage, as specified in Section 4.2-140.

Fences in front yards and along any frontage used to comply with the building orientation standard shall be limited to 3 feet in height. Fences in other yards shall comply with the fence standards specified in Section 4.4-115, and the vision clearance standards specified in Section 4.2-130; and

The use of native and/or drought-tolerant landscaping is encouraged. All landscaping shall be irrigated with a permanent irrigation system unless a licensed landscape architect submits written verification that the proposed plant materials do not require irrigation. The property owner shall maintain all landscaping.

**********

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

a. The on-site driveway (or private street) system shall connect with public streets abutting the site;

b. Shared driveways shall be provided whenever practicable to minimize cross turning movements on adjacent streets. On-site driveways and private streets shall be stubbed to abutting MDR/HDR properties, at locations determined during Site Plan Review process to facilitate development of shared driveways; and

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

d. Parking areas shall be accessed from alleys when properties abut an alley, or an alley can reasonable be extended to serve the development.

**********

3.2-300 Commercial Zoning Districts

3.2-315 Base Zone Development Standards

Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.
3.2-400 Industrial Zoning Districts

3.2-420 Base Zone Development Standards

(4) Setback Exceptions:
(b) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.2-500 Medical Services Zoning District

3.2-515 Base Zone Development Standards

(3) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.2-600 Mixed-Use Zoning Districts

3.2-615 Base Zone Development Standards

(4) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

3.2-700 Public Land and Open Space Zoning District

3.2-715 Base Zone Development Standards

(2) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

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 the Springfield Transportation System Plan, the adopted Conceptual Local Street Network Plan Map and the block length and size standards specified in Section 3.2-625E.

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

3.2-925 Standards for Interim Development
These regulations apply to the development of interim uses as specified in Subsections 3.2.915 and 3.2.920 in the AG District.

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

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

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

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

1. Includes a brief narrative explaining the existing and proposed use of the property;
2. Indicates the proposed development footprint on a scaled plot plan of the property;
3. Limits the proposed new development footprint to 1/2 acre or less of the site;
4. Addresses future street connectivity as shown in the Springfield Transportation System Plan, Regional Transportation System Plan, Local Street Network Plan, Conceptual Street Map, Springfield Comprehensive Plan, applicable Refinement Plans and this Code;
5. Addresses the number and type of vehicle trips to be generated by the proposed use;

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

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

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

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

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 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 Springfield Transportation System Plan.

3.4-200 Glenwood Riverfront Mixed-Use Plan District

3.4-265 Base Zone Development Standards

(5) Required setbacks are measured from the special street setback in Section 4.2-105N, where applicable.

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 3.4-270E.; on-street; or as part of a mid-block connector.

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

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

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

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

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

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

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4.7-120 Bed and Breakfast Facilities

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

EXCEPTIONS:

1. In the Washburne Historic District, Bed and Breakfast facilities may be located on any classification of street.
2. Outside of the Washburne Historic District, Bed and Breakfast Facilities may be located on local streets.

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

B. The facility shall be owner-occupied.

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

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

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

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

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.

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 recent Conceptual Local Street Plan Map; and as specified in Table 4.2-1.

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

<table>
<thead>
<tr>
<th>5.20-130</th>
<th>Criteria</th>
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<tbody>
<tr>
<td>A.</td>
<td>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:</td>
</tr>
<tr>
<td>1.</td>
<td>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</td>
</tr>
<tr>
<td>2.</td>
<td>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.</td>
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<tr>
<td>B.</td>
<td>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.</td>
</tr>
<tr>
<td>1.</td>
<td>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.</td>
</tr>
<tr>
<td>2.</td>
<td>The Vacation shall not conflict with the provisions of Springfield Municipal Code, 1997; and this Code, including but not limited to, street connectivity standards and block lengths; and</td>
</tr>
<tr>
<td>3.</td>
<td>There shall be no negative effects on access, traffic circulation, emergency service protection or any other benefit derived from the public right-of-way, publicly owned land or Partition or Subdivision Plat.</td>
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<tr>
<td>C.</td>
<td>Notwithstanding the provisions of Subsection B., above where the land affected by the proposed Vacation of public right-of-way, other public land as specified in ORS 271.080, or public easement will remain in public ownership and will continue to be used for a public purpose, the request shall be reviewed under the Type IV procedure. The City Council may approve the Vacation application if it is found to be consistent with the following criteria:</td>
</tr>
<tr>
<td>1.</td>
<td>The Vacation was initiated by the City Council pursuant to ORS 271.130(1);</td>
</tr>
</tbody>
</table>
2. Notice has been given pursuant to ORS 271.110(1);

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

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

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

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