
AGENDA ITEM SUMMARY

Meeting Date: 5/12/2014
Meeting Type: Work Session
Staff Contact/Dept.: Linda Pauly/Gary Karp
DPW
Staff Phone No: (541) 726-4608
Estimated Time: 30 minutes
Council Goals: Promote and Enhance
our Hometown Feel
while Focusing on
Livability and
Environmental Quality

**SPRINGFIELD
CITY COUNCIL**

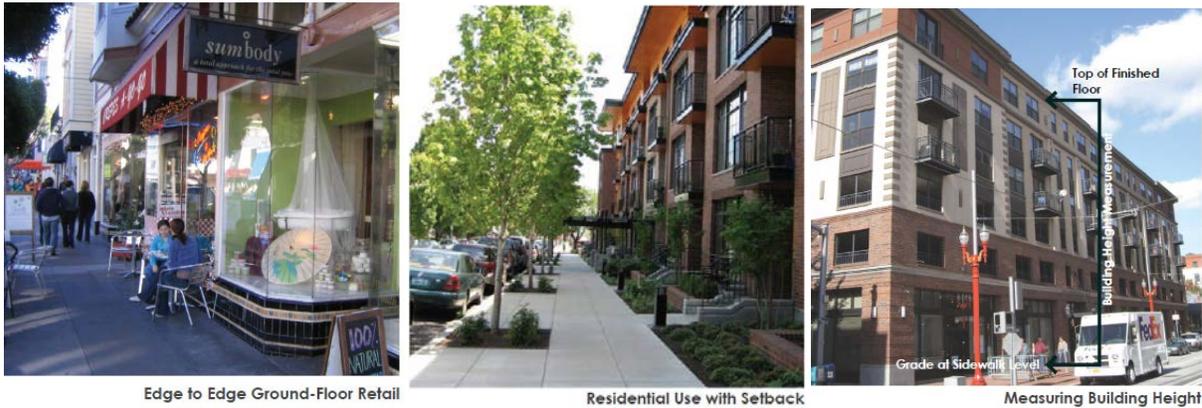
ITEM TITLE: DOWNTOWN DESIGN STANDARDS

**ACTION
REQUESTED:** Council is asked to provide input on Attachment 2 *Potential Downtown Design Elements to be Considered* to identify Council's priorities and to support the outcomes envisioned in the Downtown Urban Design Plan.**ISSUE
STATEMENT:** The Council is interested in adopting new Downtown Design Standards to ensure that development projects, new uses and new public improvements will make positive contributions to improve the look, feel and functionality of Downtown. Staff has been directed to coordinate a public planning process that will produce a set of coherent and consistent design standards to improve Downtown's overall image, attractiveness and economic vitality.**ATTACHMENTS:**

1. Project Description
2. Potential Downtown Design Elements to be Considered
3. Existing Downtown Design Standards

**DISCUSSION/
FINANCIAL
IMPACT:** Council's adoption of the *Downtown Urban Design Plan and Implementation Strategy* (Plan) in 2010 initiated new activities to support Downtown's resurgence as the heart of Springfield. Adoption of new design standards will ensure that Downtown development is consistent with Council's adopted vision. To advance the design objectives of the Plan, DPW staff conducted meetings with the Downtown Citizen Advisory Committee (CAC) to review and refine recommended design standards submitted by the City's consultant team (Crandall Arambula and Rick Williams). City staff also participated in the NEDCO Main Street Program activities, including a Downtown Design charrette and development of design standards for the Façade Improvement Program currently administered by NEDCO. Members of the CAC and Main Street Design Committee presented their concerns and priorities for Downtown Design in previous Council work sessions. Lighting was recognized as the highest priority item and the City has taken steps to add new street lights in Downtown. The NEDCO Main Street program has conducted other design-related activities, such as bringing in consultants to advise business owners on how to improve their retail presentation and window displays.

The Council is asked to consider which, if any, existing design standards may need to be updated, as well as other standards that may need to be put in place. Council's input at the work session will inform the breadth, depth and scheduling of the Design Standards project. Staff is in the process of preparing a set of policy options for Council's consideration that integrates the committees' work to date, recommendations from consultants, and other design standards that will address Council's priorities. This item is currently scheduled to come back before the Council at the June 23, 2014 Work Session.



Downtown District Design

Updating and Communicating City Design Standards to Support Downtown Springfield's Revitalization

Project Description and Intent: The Springfield City Council is interested in adopting new Downtown Design Standards to ensure that development projects, new uses and new public improvements will make positive contributions to improve the look, feel and functionality of Downtown. This project will coordinate a public planning process to produce a set of coherent and consistent design standards to improve the overall image, attractiveness and economic vitality of the City's heart.

Revitalizing Downtown requires actions by many partners. One way the City of Springfield can contribute to making a better Downtown is through its administration of design standards through the building and land use permitting process. This project will review and update the existing City codes, design manuals and plans that regulate design in the Downtown to produce new standards that recognize and build upon the qualities that make Downtown Springfield a distinctive destination with a strong identity, such as:

- **Physical features** (e.g. building heights and setbacks, sidewalk and street widths, paving materials and treatments, signs, lighting, street tree canopy, planters, streetscape furniture, bike vehicular parking facilities)
- **Urban design qualities** (e.g. human scale, building façade articulation and transparency, City image, legibility, wayfinding, overall walkability, requirements to buffer adjacent residential neighborhoods and to address historic, cultural and natural resources)
- **Design qualities that influence sense of safety, comfort, walking behavior and level of Downtown user/visitor/shopper interest** (e.g. natural surveillance, lighting levels, crime prevention through design, protected bikeways, weather protection, outdoor seating and food vendors, plazas, water features and public art, retail district design best practices)

The project will engage a variety of Downtown stakeholders to identify design elements to be regulated and to prepare draft standards for review and adoption by the City Council. Through the public involvement process, the project will also identify potential “do it now” project initiatives and partners and coordinate with ongoing efforts such as the Downtown lighting installations and other design-related initiatives identified by Council.

The new standards will be adopted by the Council as amendments to existing regulatory codes (e.g. Springfield Development Code, Municipal Sign Code), manuals and plans to guide construction of public and private improvements and other redevelopment activity.

Deliverables: The Downtown District Design Standards project will produce three major deliverables:

- **Public Realm Standards** (Engineering Design Standards – EDSPM)
- **Downtown District Code Chapter** (Springfield Development Code)
- **Code and Plan Amendments Package** (Municipal Code, Downtown Sign Code, Downtown Refinement Plan, Springfield Zoning Map)

Staff also proposes to publish a final document that combines all applicable standards into one user friendly, color-illustrated **Downtown District Design Standards** guide and to develop a “roll out” public information strategy to communicate the new standards in a way that promotes Downtown Springfield.

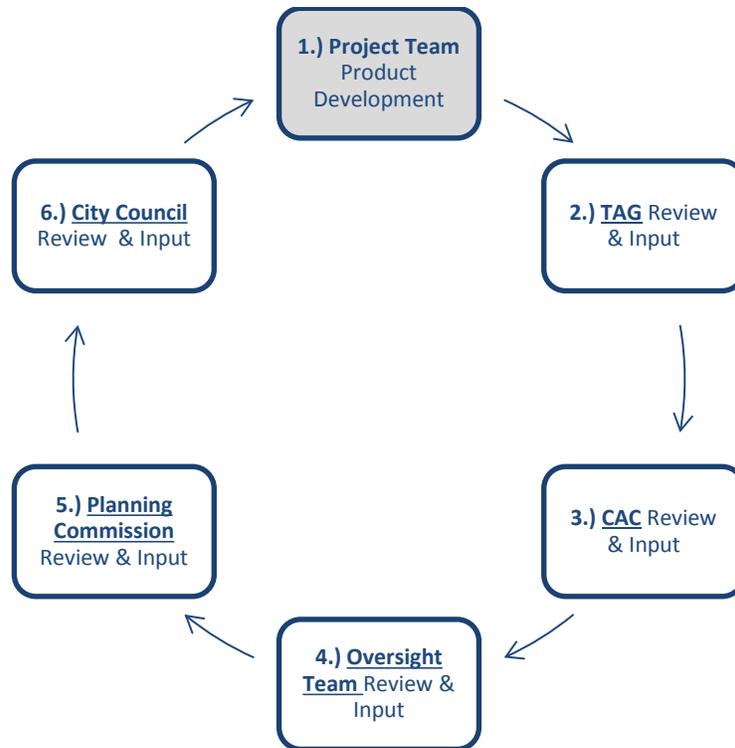
Coordination with Other Projects: The project will coordinate and learn from ongoing initiatives and projects by community groups including but not limited to: SEDA, SRDC, Downtown Demonstration Project, UO SCY Student Projects, Main Street Committees (NEDCO), and other concurrent planning work including Main McVay Transit Feasibility Study, Main Street Corridor Vision Plan and Springfield 2030 Plan.

Project Team and Citizen/Stakeholder Participation: The primary project team (PT) consists of DPW staff. An Oversight Team (OT) will be appointed to provide guidance and input. Staff proposes to seek additional resources through a code assistance grant and SEDA to provide consultant services technical support for this project (e.g. preparation of graphics for the “form-based” elements of the code). The project team will actively engage City leadership and City staff to participate in this process. A Technical Advisory Group (TAG) will be assembled to provide input and review. The existing Downtown Citizen Advisory Committee (CAC) will continue to provide input on work products as they are developed.

This project will integrate stakeholder and citizen input during key phases of product development and revision to ensure that a broad range of perspectives and values are integrated into the final product. At the Project Kick-off Meeting in Task 1 the PT will seek early input from City staff and managers across disciplines to identify ongoing projects, key stakeholders, issues, and opportunities for collaboration. The Citizen Involvement Plan developed in Task 1 will design a process and timeline to seek input from a broad set of stakeholders including Downtown business owners, property owners, and residents.

The Proposed community outreach will include one-on-one contacts with potentially affected stakeholders, public open house events, display outreach at community events and input-gathering sessions at existing community meetings.

The project will utilize the following engagement and oversight structure as a guide. The PT proposes to seek review and direction from the Oversight Team as major work products are developed and before drafts are forwarded to the Planning Commission and City Council.



Proposed Project Review Process

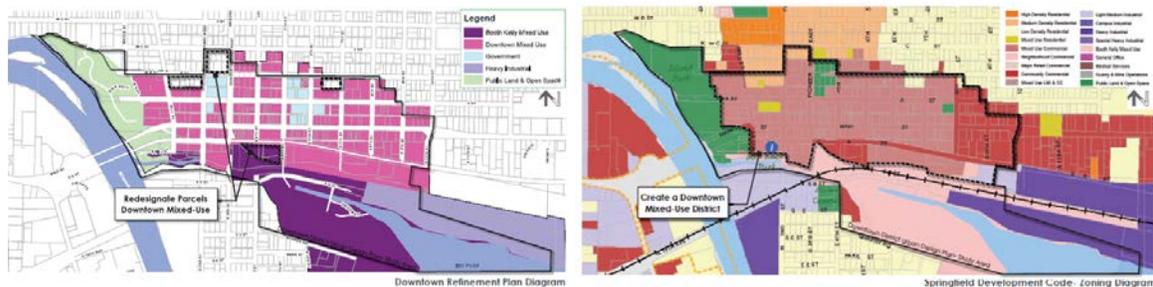
Project Study Area: The study area generally extends from the Willamette River and Island Park on the West, to 10th Street on the East, and north-south between the Washburne Neighborhood and Booth Kelly. The study area will be refined in Task 1 of the project. One important task of this project is to reconcile, clarify and simplify the overlapping regulatory boundaries in the Downtown area where the new Downtown District Design Standards will apply. Currently, the Downtown area encompasses several zoning and overlay districts, each with their own development and design standards and permitted uses. These plan and zoning districts include:

- Downtown Mixed Use
- Mixed Use Commercial
- Mixed Use Residential
- Downtown Nodal Overlay
- Booth Kelly Mixed Use
- Multi-unit Design Standards

- Historic District Overlay
- Willamette Greenway Overlay

The Downtown District Code Chapter will consolidate standards contained in several existing zoning and overlay districts that currently have different permitted uses and design standards, integrating all standards applicable in the Downtown area into one user-friendly Downtown Plan District chapter.

Previous input from staff’s work with the Downtown CAC suggests that “one size may not fit all” in terms of design elements such as building height and architectural design in the different parts of Downtown. This project will consider whether design standards applicable to new, more intensive development of potential catalyst projects in Downtown and standards for infill projects on Main Street should differ and whether existing subareas or district boundaries align with this purpose.



Existing Plan and Zoning District Boundaries

Background: The City’s adopted *Downtown District Urban Design Plan and Implementation Strategy* (2010) “provides an innovative yet realistic vision and strategy for strengthening Downtown’s role as the economic and cultural heart of the community.” The Plan identifies “Updates to Development Code, Design Guidelines and Street Standards” in the Public Projects Schedule as important actions the City can take to implement the vision for Downtown.

In some cases, specific amendments to existing plans, policies and regulations are necessary to ensure that the intent of the *Downtown District Urban Design Plan and Implementation Strategy* can be realized. The Project Scope of Work includes these code and plan amendments. For example, the project will update land use designations and zoning in the Downtown area to support and encourage redevelopment of catalyst projects, downtown retail, civic and cultural, employment and housing uses, as envisioned and outlined in the adopted *Downtown District Urban Design Plan and Implementation Strategy*. This requires outreach to affected property owners to consider refinement plan boundary changes that would add additional land to the Downtown District (23 lots total) to create new development opportunity sites as envisioned in the Council’s adopted revitalization strategy and vision for Downtown. These amendments to the Downtown Refinement Plan and Springfield Development Code are a critical part of the City’s

comprehensive, consistent and coordinated effort to revitalize Downtown Springfield and to provide sufficient sites for development of commercial and employment uses in the Downtown to meet the City's 2030 growth needs.

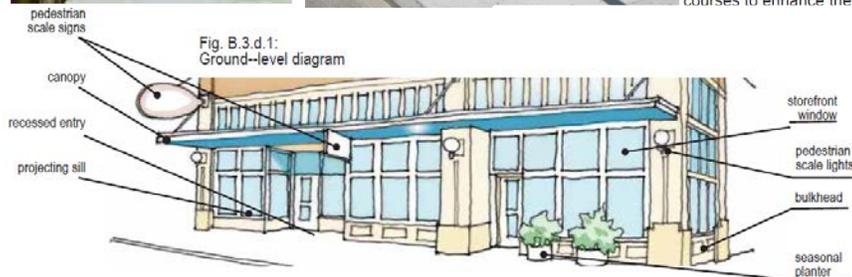
The project will develop draft design standards that build on and implement the urban design concepts prepared by the 2010 planning consultant team (Crandall Arambula, Rick Williams and David Bernecker), incorporating the input staff has received in work sessions with the Downtown Citizen Advisory Committee to refine these concepts. The project will also consider design concepts proposed in the Kittelson Downtown Access and Circulation Study.

Potential Design Elements to be Addressed:

- Pedestrian Emphasis Streets
- Improved streetscape, furniture, landscaping, street trees
- Optimal lighting levels
- "Active Edges" design for ground floor retail
- Building setbacks
- Window glazing/building transparency requirement on retail blocks
- Bike parking stations and racks
- Integration of public art
- Way finding signage
- Business signage
- Revise/eliminate FAR requirement and building heights
- Plan and Zone land to Establish a new retail hotspot
- Plazas
- Parking lots and structures
- Revise/eliminate FAR requirement and building heights
- Standards applicable to new tenant occupancies



Fig B.2.d.4: A building which is designed with pilasters and belt courses to enhance the facades.





Examples of “form-based” design elements to be included in the Development Code

Council Action Item:

City Council Work Session May 12, 2014

Potential Downtown Design Elements to Be Considered

This document provides Council with a sample “menu” list of potential design elements that could be regulated differently in Downtown. Staff requests input to determine if these categories address Council’s concerns and warrant further investigation. Examples: Should staff prepare design standards requiring specific levels of lighting on new buildings? Should staff look into developing new sign code options for Downtown? Which Design Standards are the highest priority for Council action in the near term?

Pictures are included to illustrate and help explain each potential design element. Elements marked # were identified by the Downtown Citizen Advisory Committee & the Main Street Design Committee and the consultant team (Crandall Arambula, Rick Williams), as important elements to be considered in future code updates. * = photo credit: City of Gresham Downtown Design manual

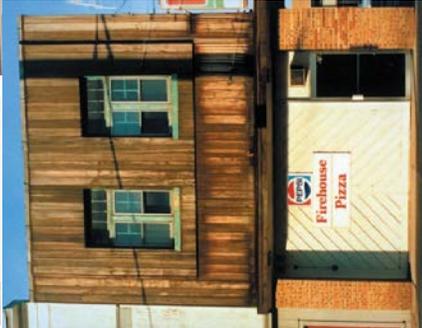
Springfield Municipal Code Standards

Optimal lighting levels

- Parking areas
- Loading/unloading
- Walkways
- Building entrances



Business Signs and Facades #



OR

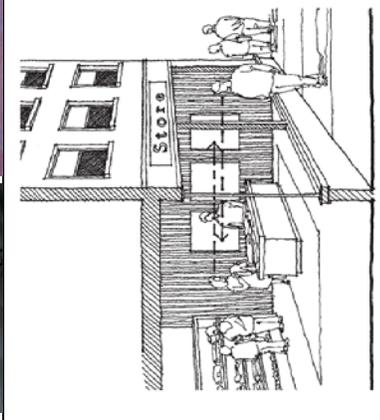


Regulating formula businesses to fit in with the local community

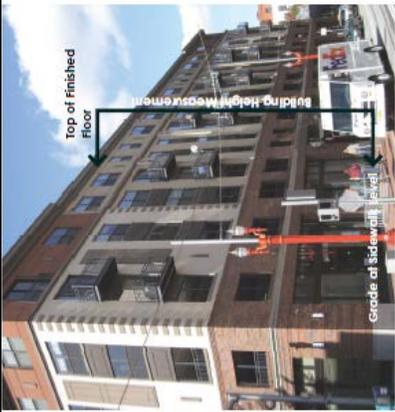


OR



			
<p>Appearance standards #</p>			

Springfield Development Code Standards

<p>"Active Edges" Design # for commercial ground floor retail</p> <p>Ground level transparency</p> <p>Neighborhood connectivity</p>	 <p>Edge to Edge Ground-Floor Retail</p>
<p>"Active Edges" Design # for residential buildings</p> <p>Window glazing/building transparency</p>	 <p>Residential Active Edge with 10' Build-To Line</p>
<p>Building Height Requirements #</p>	 <p>Measuring Building Height #</p>

Building Design and Articulation

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Fig B.2.d.4: A building which is designed with pilasters and belt courses to enhance the facades.

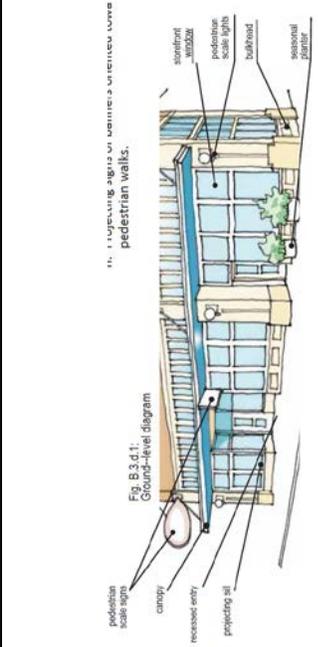
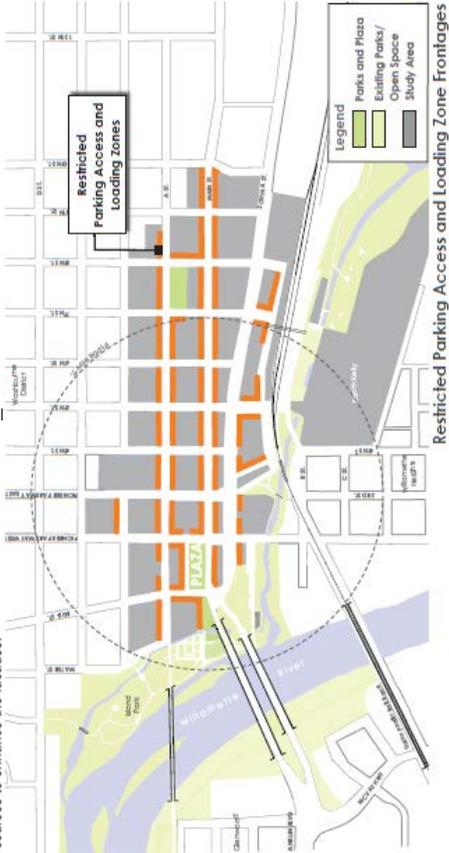


Fig. B.3.d.1: Ground-level diagram illustrating design for business-oriented streets and pedestrian walks.

Pedestrian emphasis streets #
 Limiting new parking access and loading zones along specific street frontages to ensure continuity of pedestrian environment.



Restricted Parking Access and Loading Zone Frontages

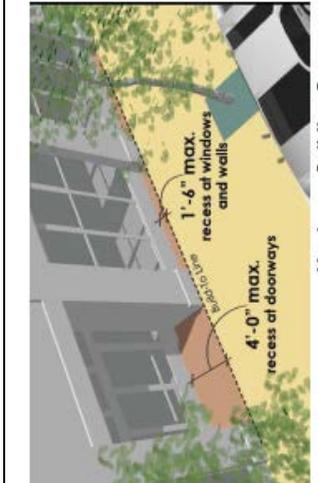
Site parking, loading service and vehicular circulation areas*
 located so as to allow desired uses and activities to face the street and to support pedestrian-oriented streets.

Building placement and orientation #

Build-to/setback lines



Zero Foot Setback



Maximum Building Recesses

Clear pedestrian connections to
 principal entrance directly from sidewalk and from parking to

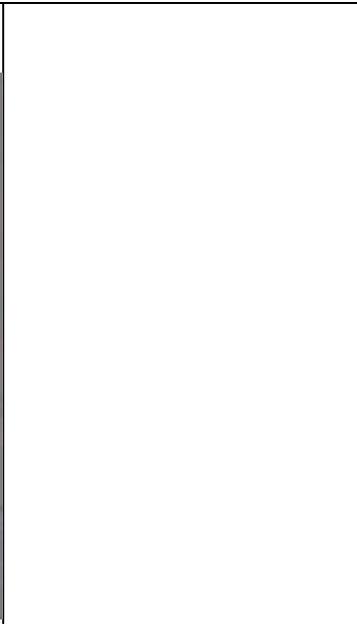
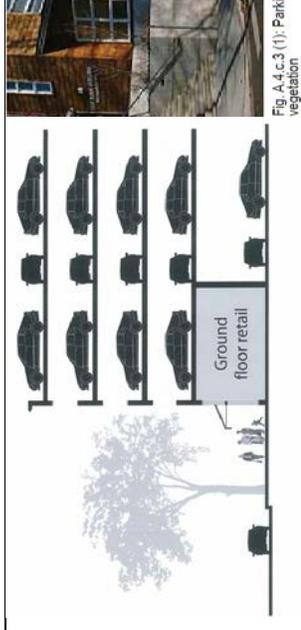
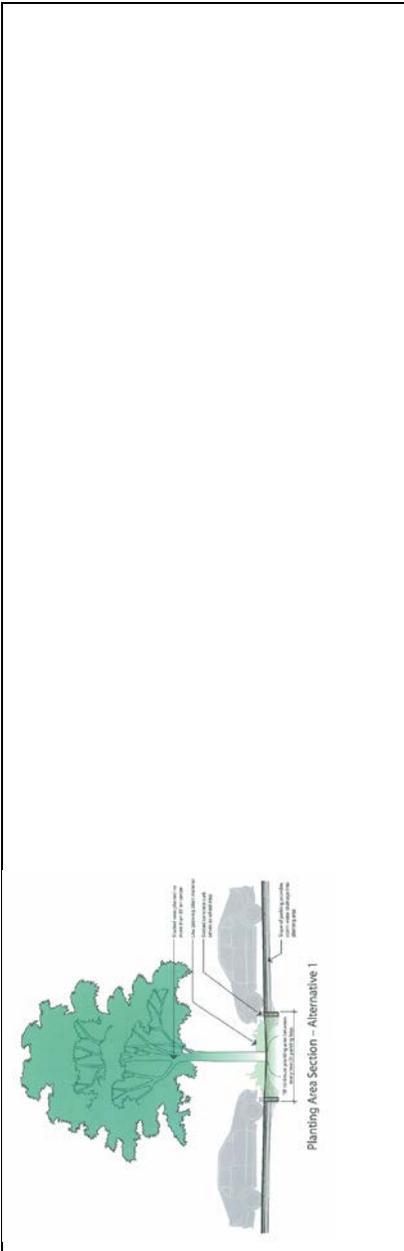
<p>building entrances *</p>		
<p>Service area screening *</p> <p>Service items such as loading docks, mechanical equipment, and garbage dumpsters shall be buffered from pedestrian areas. Encourage/require enclosing and integrating these items into the building.</p>		
<p>Parking structures#</p>		

Fig. A.4.c.3 (2): Parking structure with decorative metal screening

Fig. A.4.c.3 (1): Parking structure softened with lattice and vegetation

Surface parking lots #

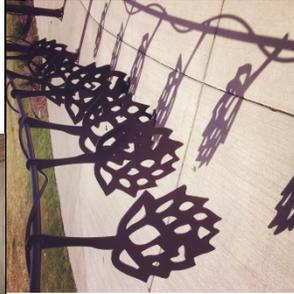


Springfield Engineering Design Standards Manual

Street Lighting #



Bicycle Parking #
Bike parking stations and racks



Integration of Public Art#



Wayfinding Signage, Kiosks #



The Wayfinding Handbook: Information Design for Public Places, by David Gibson

Improved streetscape, furniture design and placement, landscaping, street trees #



Encourage Green Infrastructure/Water Quality Facilities



Planter in curb extension



Planter with parking



Planter

Plazas/public spaces



EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD DEVELOPMENT CODE (SDC)¹

SECTION 3.2-615 BASE ZONE MIXED USE DEVELOPMENT STANDARDS MIXED USE COMMERCIAL (MUC)²

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Minimum Lot Size	6,000 ft.2 ³	
Minimum Street Frontage	40 feet	
Maximum Lot Coverage	None	Limited only by required parking, landscaping, etc.
Minimum Landscaping	None	Defined by standards in other Sections of the SDC
Building Setbacks	None	Front ⁴ , street side yard, and rear yard
Building Setbacks	5-10 feet	Interior side, rear yards when abutting residential zones
Building Height	90 feet	Equals 8-9 stories per Building Code; limitations apply when abutting residential zones

SECTION 3.2-615 BASE ZONE MIXED USE DEVELOPMENT STANDARDS MIXED USE RESIDENTIAL (MUR)⁵

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Minimum Lot Size	Various	Depends on street orientation.
Minimum Street Frontage	Various	Depends on street orientation.
Maximum Lot Coverage	45 percent	
Minimum Landscaping	None	Defined by standards in other Sections of the SDC
Building Setbacks	5-10 feet	Interior side, rear yards when abutting residential zones
Building Height	60 feet	Equals 5-6 stories per Building Code; limitations apply when abutting other residential zones

SECTION 3.2-625 MIXED USE DISTRICT DESIGN STANDARDS

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Ground Floor Windows	25-50 percent of wall	
Wall Offsets	4 feet minimum	Every 50 feet of building frontage.
A Combination of Architectural Features to Break Up Expanses of	There is no numeric standard	The developer must provide offsets, windows, entry treatments, wood siding, brick, stucco, textured concrete block – currently, there is no specific

¹ The SDC design standards apply to all new development or expansions of existing development that requires Site Plan Review. A change in use of existing buildings does not require Site Plan Review, but must address Minimum Development Standards that includes paved vehicle parking, bike parking and sidewalks landscaping, where applicable.

² The MUC Zoning District allows attached single family dwellings, including row houses as well as apartments.

³ ft.2= square feet

⁴ There is a maximum front yard setback of 10 feet in the Downtown MUC Zoning District

⁵ The MUR Zoning District allows limited retail uses

Long Walls		combination required.
Differentiation Between the Ground Floor and Upper Stories	There is no numeric standard	The developer must provide bays or balconies for upper levels, and awnings, canopies, or other similar treatments for lower levels/also, variation in building materials, trim, paint, ornamentation, windows, or other features including public art, may be used – currently, there is no specific combination required.
Building Orientation	There is no numeric standard	Buildings must be oriented towards fronting streets in a manner that frames and defines both streets and pedestrian areas along the streets.
Parking Locations	(See also Section 4.6-100 for specific Vehicle Parking, Loading And Bicycle Parking Standards)	Parking must be located beside or behind buildings, internal to development on a site to help define the streetscape, and lessen the visual impact of the parking lot from the street – in Downtown vehicle and bicycle parking is not required, however, if a developer chooses to provide parking facilities, they must comply with Section 4.6-100.
Public entrances	There is no numeric standard	Public entrances must be visible from the street and oriented so that pedestrians have a direct and convenient route from the street sidewalk to building entrances.
Weather Protection	6 feet wide	Awnings or canopies must follow building offsets to eliminate long expanses of weather protection.
Landscaping and Screening	Various (See also Section 4.4-100 Landscaping, Screening and Fence Standards)	Landscaping is intended to compliment built forms within a development area, softening and providing visual relief and contrast to buildings, sidewalks and parking lots; trees are necessary to provide shade for pedestrian comfort as well; and screening is intended to compliment a development area by shielding trash receptacles, parking areas, mechanical equipment, etc. from public view within the development area.
Street Connectivity and Internal Circulation	There is no numeric standard	Mixed-use developments must be part of a connected street system to adjacent neighborhoods that serves vehicles, pedestrians and bicycles.
Neighborhood Compatibility	There is no numeric standard	To achieve a compatible transition, consideration must be given to the scale and design of surrounding buildings to complement or enhance the character of existing single-family neighborhoods
Pedestrian Amenities	Various, based upon building size: <5,000 ft.2– 1; 5,000-10,000 ft.2– 2; 10,000-50,000 ft.2– 3; >50,000 ft.2– 4	Acceptable pedestrian amenities include: Sidewalks incorporating ornamental paving treatments, including, but not limited to: concrete masonry unit pavers, brick, or stone; sidewalks that are 50% wider than the applicable standard; a public outdoor seating plaza adjacent to, or visible and accessible from, the street; sidewalk planting areas between the sidewalk and building including stormwater swales; street tree density more extensive than required by the applicable standard; streetscape scale container planters; installation of 3-inch caliper size or larger tree to fulfill the street tree requirement (See Section 4.2-100 Infrastructure Standards); public art, including, but not limited to: sculptures, fountains, clocks, or murals; and pocket parks.

Preservation of the Commercial Land Supply (MUC)	100% of a new mixed use building footprint may be developed for commercial uses; or a minimum of 60% of the ground floor area within a new building must be dedicated to commercial uses to ensure that commercial land is preserved for primarily commercial purposes; in this case residential uses are permitted in the remainder of the building.	
Maximum Footprint for Retail Uses	Examples: 70,000 ft. ² 50,000 ft. ² various	Grocery; Single tenant wholesale or retail uses; and Based on lot size and any required parking and/or landscaping.
Minimum Floor Area Ratio	.40	Required for all new development or redevelopment in the MUC Zoning District in Downtown; floor area ratios are used as a measure of the intensity of the site being developed; the ratio is generated by dividing the building area by the lot/parcel area; for example, the MUC District must adhere to a 0.40 FAR, then the total area of all floors in all buildings constructed on the lot/parcel must be no more than 40% of the area of the parcel itself; in this case, a 4,000 ft. ² building would be permitted on a 10,000 square foot lot/parcel.

EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD DEVELOPMENT CODE (SDC)

SECTION 3.3-900 HISTORIC OVERLAY DISTRICT

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Historic Review	There is no numeric standard	The following buildings are on Springfield's adopted Historic Landmark Inventory and located within the Downtown Refinement Plan boundary: the Stevens and Perkins Building, 330 Main Street; the I.O.O.F. Building, 346 Main

	Street; the Pacific Power and Light Building, 590 Main Street; the Southern Pacific Railroad Depot, 101 South A Street; and the Stewart House, 214 Pioneer Parkway West; the Historical Commission participates in the review of any major ⁶ or minor ⁷ alterations of Historic Landmark Sites – currently Downtown is outside of the Historic Overlay (Washburne) District.
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EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD DEVELOPMENT CODE (SDC)

SECTION 4.2-100 INFRASTRUCTURE STANDARDS - TRANSPORTATION

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Right-of-Way Width	Major Arterial 100 ft. Minor Arterial 70 ft. Collector 60 ft. Local Street 50 ft. Alley 20 ft.	See also the existing regulations pertaining to street design in the City’s Engineering Design Standards and Procedures Manual.
Block Length	600 feet or less	All of the MUC/ MUR District blocks in Downtown are below this standard.
Site Access	There is no numeric standard	All developed lots/parcels must have direct access to a public street or alley along the frontage of the property; a private street that connects to the public street system; or by an irrevocable joint use/access easement.
Sidewalks	Various – see this topic in the Springfield Engineering Design Standards And Procedures Manual below	Currently, there are no sidewalk width standards in the Springfield Development Code.
Street Trees	2 inches in caliper	Street trees are those trees required within the public right-of-way to create a streetscape that benefits from the aesthetic and environmental qualities of an extensive tree canopy along the public street system; street trees improve the appearance of the community, providing shade and visual interest; improve air quality, reduce stormwater runoff and moderate the micro-climate impacts of heat absorbed by paved surfaces; street trees may be located within planter strips, in individual tree wells within a sidewalk, roundabouts, or medians.
Street Lighting	There is no numeric standard	Public street lighting design, placement and the use of decorative streetlights is specified in the City’s Engineering Design Standards and Procedures Manual

⁶ additions, partial demolition, or substantial alterations to a building façade, processed under Type II review by staff with public notice

⁷ replacement of damaged exterior features with virtually identical materials, processed under Type I review by staff without public notice

		and the Public Works Standard Construction Specifications.
Bikeways	There is no numeric standard	Bikeways must be designed and constructed as specified in the City's Engineering Design Standards and Procedures Manual.

EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD DEVELOPMENT CODE (SDC)

SECTION 4.3-100 INFRASTRUCTURE STANDARDS – UTILITIES

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Stormwater Management	Any development with a stormwater threshold management requirement of 1,000 square feet of impervious surface area is required to employ stormwater management practices consistent with the Springfield Engineering Design Standards and Procedures Manual by implementing the policies specified current Stormwater Management Plan	The developer must provide for the effective management of stormwater and drainage from the City into the groundwater and watercourses within the City and its urbanizing area; minimize demand on the City's stormwater management system, and alleviate future costs of treating the discharge; promote water quality; preserve groundwater and the vegetation and rivers it supports; reduce peak storm flows; minimize public and private losses due to flood conditions; and minimize stormwater discharge impacts on water quality and quantity and stream flow patterns, including peak and base flows in intermittent and perennial streams, within the McKenzie River and Willamette River watersheds.
Protection of Riparian Area Functions ⁸	There are 75 ft. and 50 ft. riparian setbacks depending upon the type of watercourse	The developer must employ site design, landscaping, and drainage management practices to protect, preserve, and restore the riparian area functions of the reaches of those watercourses shown on the WQLW Map that are contained within or about the lot/parcel upon which the proposed development is located.
Underground Placement of Utilities	There is no numeric standard	Whenever possible, all utility lines must be placed underground.

⁸ applicable in Island Park and along the Mill Race

EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – **SPRINGFIELD DEVELOPMENT CODE (SDC)**

SECTION 4.4-100 LANDSCAPING, SCREENING AND FENCE STANDARDS

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Landscaping	There are various situations: setbacks, internal areas of parking lots, etc.	New development must be adequately screened from less intensive development; consider the effects of vegetation on public facilities; retain significant clusters of natural trees and shrubs wherever possible; minimize run-off; facilitate energy conservation and crime prevention; and improve the appearance of the City to create a desirable place to live and work.
Screening	There are various situations: between different uses, parking, etc.	Screening can be vegetative, earthen and/or structural and be designed to minimize visual and audible incompatible uses from adjacent properties: where commercial and industrial districts abut residential districts and no approved screening exists; for outdoor mechanical devices and minor and major public facilities; for trash receptacles; and for multifamily developments.
Fencing	There are various heights: deepening on the use and/or zone	In the MUC District no barbed razor wire or electrified fences are permitted.

EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – **SPRINGFIELD DEVELOPMENT CODE (SDC)**

SECTION 4.5-100 ON-SITE LIGHTING STANDARDS

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
On-site Lighting Standards	There are various heights and fixture types	On-site lighting standards are established to: create a safe and secure environment during hours of darkness and reduce or prevent light pollution by minimizing glare; must be the minimum illumination necessary for a given application including parking areas and vehicle sales areas; all exterior light fixtures must be shielded or recessed so that direct glare and reflection are contained within the boundaries of the property, and directed downward and away from abutting properties, public rights-of-way, and riparian, wetlands and other protected areas.

EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD DEVELOPMENT CODE (SDC)

SECTION 4.6-100 VEHICLE PARKING, LOADING AND BICYCLE PARKING STANDARDS

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Vehicle Parking	There are various standards, depending upon the use	In Downtown vehicle parking is not required. However, any voluntarily installed parking must conform to the design standards of this Subsection.
Parking Lot Design	There are various standards, depending upon the use	In Downtown vehicle parking is not required. However, any voluntarily installed parking must meet design standards for stall width, stall length, aisle width, etc.
Parking Lot Improvements	There is no numeric standard	In Downtown vehicle parking is not required. However, any voluntarily installed parking must have a durable, dust free surfacing of Asphaltic concrete, Portland cement concrete or other approved materials; adequate drainage improvements must be provided to dispose of all on-site run-off; all parking stalls fronting a sidewalk, alley, street, landscaped area or structure must be provided with a secured wheel bumper or linear curb.
Parking Space Requirements	Examples: Restaurants 1/100 ft. ² Retail 1/300 ft. ² Apartments 1.5/du	In Downtown vehicle parking is not required. However, in the case of any voluntarily installed parking, the number of required spaces is based upon the permitted use.
Loading Areas	There are various standards, depending upon the use and building size	All loading areas for commercial development must be located off-street and provided in addition to the required parking spaces.
Bicycle Parking	There are various standards, depending upon the use and whether the parking is short- or long - term	In Downtown bicycle parking is not required. However, in the case of any voluntarily installed parking, the number of spaces is based upon 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.
Bicycle Parking Facility	There are various	In Downtown bicycle parking is not required. However, voluntarily installed

Improvements	options for bicycle parking racks	parking is encouraged: Bicycle parking consists 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; be provided within a convenient distance of, and clearly visible from, the main entrance to the building; bicycle parking racks, shelters or lockers must be securely anchored to the ground or to a structure.
Bicycle Parking – Number of Spaces	Examples: Restaurants 1/600 ft. ² Retail 1/3000 ft. ² Apartments 1/du	In Downtown bicycle parking is not required. However, voluntarily installed parking is encouraged. The number of required bicycle parking spaces is based upon the permitted use.

EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD MUNICIPAL CODE (SMC)⁹

SECTION 8.200 SIGNS

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Location and Setbacks	No sign or sign structure can be installed within a public utility easement or within a 5 foot setback from the property line. The property line must set back a minimum of 15 feet from the curb in order to be considered for an exemption from the 5 foot setback stated above. No sign can be located within the vision clearance area ¹⁰ as defined in the	The City recognizes the importance of an aesthetically pleasing community, to the continued welfare of its population, and to the economic development of the city. The sign regulations apply to all signs located within the city limits and the Urban Growth Boundary, but they do not regulate the content of any sign.

⁹ Sign standards apply to all new buildings and in those instances when replacement signs are necessary.

¹⁰ A triangular shaped portion of land established at street intersections in which nothing over two and one-half feet is erected, placed, planted or allowed to grow in such a manner as to obstruct the sight distance of motorists entering or leaving the intersection. All corner lots must maintain a clear area at each access to a public street and on each corner of property at the intersection of two streets or a street and an alley in order to provide adequate sign distance for approaching traffic. Two sides of the triangle must be lot (property) lines for a distance of 25 feet. The third side of the triangle is a line across the corner of the lot joining the non-intersecting ends of the other two sides. The

	<p>definitions of this code. All signs must be located entirely on private property unless they are located in the downtown sign district where projection over the right-of-way is permitted.</p>	
<p>Downtown Sign District</p>	<p>Each business in the MUC District is limited to 3 signs: <u>Wall Signs</u>. Each business is allowed the following: First story businesses facing a public street are permitted signage of 3 square feet per lineal foot of building wall. Second story businesses and above facing a public street are permitted signage of 1 1/2 square feet per lineal foot of building wall. <u>Freestanding, Projecting or Roof Signs</u>. Each building is permitted 1 freestanding sign, projecting sign or roof sign which is limited to a maximum area of 80 square feet for 1 face and 160 square feet for</p>	<p>External illumination must be shielded so that the light source elements are not directly visible from property in a residential zone which is adjacent to or across a street from the property in the non-residential zone.</p>

required vision clearance area for any driveway is 10 feet and measured as described above. The required vision clearance for any alley is 15 feet and measured as described above. Exemptions for vision clearance areas are items associated with utilities or publicly owned structures such as poles and signs, and existing trees, no screen or other physical obstruction must be permitted two and one-half and eight feet above the established height of the curb in the triangular area.

	2 or more faces. The maximum height for freestanding signs is 20 feet above grade.
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EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD ENGINEERING DESIGN STANDARDS AND PROCEDURES (EDSPM)¹¹

SECTION 1.00 STREETS AND SIDEWALKS

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Right-of-Way and Street Width	Major Arterial 100 ft. Minor Arterial 70 ft. Collector 60 ft. Local Street 50 ft. Alley 20 ft.	These standards establish appropriate right-of-way widths and improvement requirements.
Sidewalks	Arterials 7 ft.-wide Collectors 5 ft.-wide Locals 5 ft.-wide ¹²	Concrete sidewalks shall be located on both sides of the street for all major and minor arterial, collector and local streets, and shall be designed to the following criteria: in conformance with the existing or planned street grades; in conformance with current ADA standards; and all streets shall have setback sidewalks placed within the public right-of-way unless approved by the City Traffic Engineer and City Engineer.

EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD ENGINEERING DESIGN STANDARDS AND PROCEDURES (EDSPM)

SECTION 5.00 TRAFFIC STANDARDS

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Illumination	There are various lighting, spacing, and height standards deepening if the fixtures are placed along a street or accessway	Decorative poles and fixtures must be used on all streets within any Nodal Development land use designation ¹³ or Nodal Overlay district, where any refinement plans require decorative lighting, and all off street public access ways and multi-use paths. Decorative poles and fixtures may be used on local streets in any zone at the option of the land developer.
Bicycle Facilities	There are various	All bicycle facilities must conform to the latest addition of the Oregon Bicycle

¹¹ These standards apply when the dedication of new streets or additional right-of-way is required for partial streets; street lights; public parking facilities for vehicles and bicycles; and when landscaping is required in public parking lots.

¹² unless otherwise specified in the SDC or adopted development plans

¹³ Downtown Springfield has a Nodal Development Metro Plan land use designation

	standards, depending upon the use and whether the parking is short- or long - term	and Pedestrian Plan, the Springfield Bicycle Plan, the Springfield Transportation System Plan, AASHTO guidelines, and applicable Sections of the Springfield Development Code (SDC).
Bikeway Width Standards	Bike Lane 6 ft. Multi-Use Path 10-12 ft.	Bike lanes are implemented on urban arterial, major collector streets, and rural streets near urban areas where high potential bicycle use could be present. Multi-use paths are shared by bicyclists and pedestrians.
Parking Lot Design	There are various standards, depending upon the use	Parking lot design must comply with the latest edition of the Institute of Transportation Engineers (ITE) Transportation and Land Development reference book and applicable Sections of the SDC.
On Street Parking ¹⁴	There are various standards, depending upon the street classification	On street parking must be designed to aid in the safe and efficient mobility of pedestrians, bicyclists, and vehicles. When designing on street parking, please refer to the AASHTO 'A Policy On Geometric Design of Highways and Streets', ITE guidance, the Springfield Downtown Parking Study, the Institute of Traffic Engineers design guidance, and any relevant refinement plans. When parking is only allowed on one side of the street, parking must be located on the side of the street that has pedestrian amenities.

EXISTING REGULATIONS RELATED TO DOWNTOWN DESIGN – SPRINGFIELD ENGINEERING DESIGN STANDARDS AND PROCEDURES (EDSPM)

SECTION 6.00 LANDSCAPE VEGETATION

TYPE OF DESIGN STANDARD	NUMERIC STANDARD	EXPLANATION OF CODE STANDARDS
Riparian Areas Along the Willamette River and the Mill Race	There are 11 pages of approved plants and 2+ pages of approved seeds in Appendix 6B of the EDSPM.	The City's objectives for protecting riparian areas along rivers and other water quality limited waterways include preserving natural scenic, historic and recreational qualities of lands; protection from flooding and erosion; and preservation of native plant species and wildlife. Additionally, the Willamette River and the Mill Race both have wetland areas along their banks.
New Street Trees	There are 8 pages of approved street trees in Appendix 6A of the EDSPM.	New street trees must be selected from the approved species list or as approved by the Operations Division Street Supervisor.

¹⁴ In addition to the EDSPM, the City Council adopted the Downtown Parking Management Plan by Resolution 10-58 on September 20, 2010.