Planning Commission Agenda

Development and Public Works Director,
Anette Spickard, 541-726-3697
Current Development Manager:
Greg Mott 541-726-3774
Management Specialist:
Brenda Jones 541.726.3610
City Attorney's Office
Mary Bridget Smith 541.746.9621
Kristina Krazz 541.746.9621

City Hall
225 Fifth Street
Springfield, Oregon 97477
541.726.3610
Online at www.springfield-or.gov

Planning Commissioners:
Nick Nelson, Chair
Greg James, Vice-Chair
Steve Moe
Sean Dunn
Michael Koivula
Andrew Landen
Tim Vohs

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available. To arrange for these services, call 541.726.3610.
Meetings will end prior to 10:00 p.m. unless extended by a vote of the Planning Commission.

All proceedings before the Planning Commission are recorded.

May 3, 2016

6:00 p.m. Work Session
Jesse Maine Room

(Planning Commission work sessions are reserved for discussion between Planning Commission, staff and consultants; therefore, the Planning Commission will not receive public input during work sessions. Opportunities for public input are given during all regular Planning Commission meetings.)

CONVENE AND CALL TO ORDER THE WORK SESSION OF THE SPRINGFIELD PLANNING COMMISSION

ATTENDANCE: Chair Nelson _____, Vice Chair James _____, Moe___, Dunn _____,

Koivula _____, Landen _____. , Vohs _____.

WORK SESSION ITEM(S)

1. **Downtown District Design Standards- TYP414-00001**

   Staff: Linda Pauly, Principal Planner
   60 Minutes

ADJOURN WORK SESSION OF THE SPRINGFIELD PLANNING COMMISSION

AGENDA ITEM SUMMARY		
	Meeting Date:	5/3/2016
	Meeting Type:	Work Session
	Staff Contact/Dept.:	Linda Pauly/DPW
	Staff Phone No:	541-726-4608
	Estimated Time:	60 minutes
S P R I N G F I E L D **PLANNING COMMISSION**	**Council Goals:**	Encourage Economic Development and Revitalization through Community Partnerships

ITEM TITLE:	DOWNTOWN DISTRICT DESIGN STANDARDS (File No.TYP414-00001)
ACTION REQUESTED:	Conduct a work session to begin the Planning Commission's consideration of potential new land use regulations and engineering standards applicable to new development and public streetscape improvements within the Downtown Refinement Plan area. Consultant Marcy McInelly (UrbsWorks) will present an overview of the proposals to date. Staff is seeking general comments and early input from the Planning Commission as the project reaches its "halfway" point.
ISSUE STATEMENT:	Council directed staff to pursue concurrent amendments to the Springfield Development Code (SDC) and the Engineering Design Standards Manual (EDSPM) to implement and enable the new development and streetscape design envisioned in the adopted Downtown District Urban Design Plan adopted in 2010.
ATTACHMENTS:	Attachment 1: Draft Streetscape Standards Attachment 2: Draft Development Standards
DISCUSSION:	Downtown's revitalization and redevelopment continues to be a high priority of the Council and Springfield citizens. Increasing development capacity within the City center is a key element of the Springfield 2030 Comprehensive Plan. As the economy emerges from recession, the City can expect to receive more development proposals. Each could contribute to Downtown's improvement and the City's growth in potentially positive or negative ways, depending on the design of development and where development occurs. The proposed design standards are intended to enable new opportunities for larger scale, more intensive mixed-use commercial, employment and residential development, as well as opportunities for smaller scale infill on existing small lots. Instead of a "one size fits all" regulation, three different subareas are proposed to create design standards that are responsive to and respectful of the character and scale of Downtown's Main Street and the adjoining Washburn Historic District. Since the Planning Commission's last discussion of this project on Feb. 3, 2015, the City's Project Team (Pauly, Krueger and Greisel) have been conducting a planning process to review and update the City's standards — working with the City's consultant, the Downtown Citizen Advisory Committee, and an interagency Technical Advisory Group. Next steps for the project include advisory committee meetings on April 28th, a Community Open House on May 4th, and a Council work session on May 23rd. Several more draft iterations will be produced between now and the end of the year to address and incorporate the input received. The proposed draft design standards presented in Attachments 1 and 2 will eventually be incorporated into the City's land use regulations as a new Downtown Plan District chapter of the SDC and a new chapter of EDSPM. The new code will include "form-based code" regulations to implement the new design standards for building form, setbacks, frontage, facades, height and other elements addressed in the attachments. At this time, staff does not expect to incorporate significant changes to the list of permitted land uses currently allowed in the Downtown.

DRAFT

Springfield Downtown and Public Realm Design Standards | Task 2.8

Downtown District Streetscape Standards

draft 2 | April 2016

Attachment 1, Page 1 of 31

DRAFT

Attachment 1, Page 2 of 31

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

DRAFT

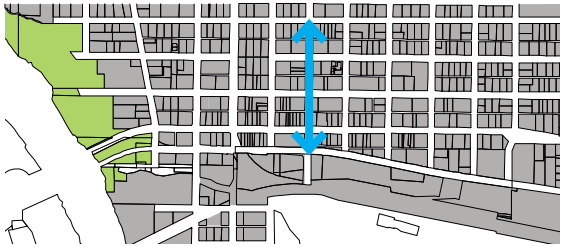
Table of Contents

Downtown District Streetscape Standards

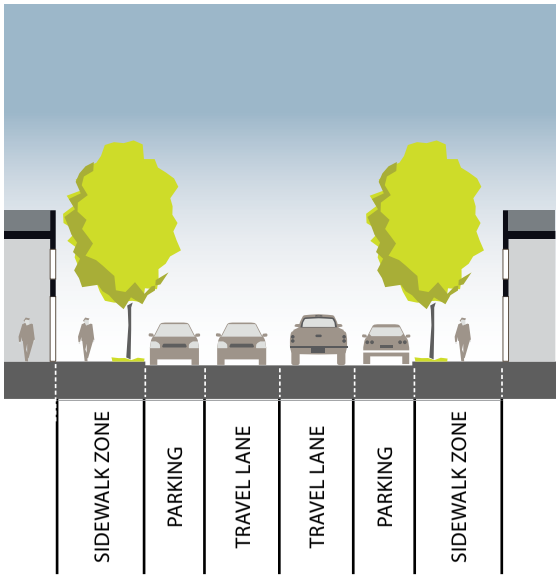
Street Type One – North-South Livability Street	1.1
Street Type Two – Retail Main Street	1.2
Street Type Three – East-West Mobility Street	1.3
Street Type Four – North-South Special Street	1.4
Alleys	1.5
Sidewalks	1.7
Sidewalk Extensions: Bulb-outs	1.10
Street Trees	1.11
Streetscape Furniture	1.16
Parklets and Cafe Seating	1.26
On-Street Bike Corrals	1.27
Wayfinding Signage	1.28

DRAFT

Street Type One – North-South Livability Street



Example location – 5th Street from South A Street to C Street.



Description

The North-South Livability Street provides vital connections between the downtown and adjacent residential neighborhoods; it provides safe routes to schools, parks and civic facilities.

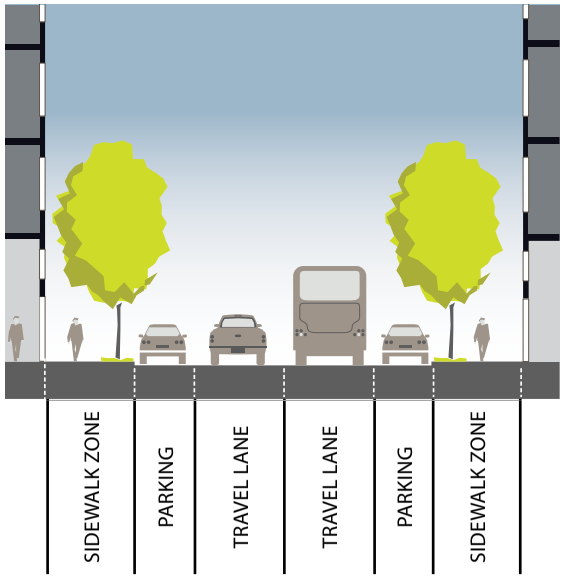
Sidewalk Zone	The Sidewalk Zone shall be a minimum of 12 feet wide, and shall meet the minimum dimensions for each of the sidewalk zones as specified in the section entitled "Sidewalks."
Sidewalk Zone Extension	Curb extensions shall be located at intersections to facilitate pedestrian crossing, according to the goals in the section entitled "Intersections." Curb extensions to facilitate pedestrian crossing may be located mid-block, according to the goals in the section entitled "Sidewalk Extensions: Bulb-outs." Parklets may be permitted to occupy the sidewalk extension zone, according to the standards in the section entitled "Parklets and Café Seating," and by City Permit. On-street bike parking corrals may be permitted to occupy the sidewalk extension zone, according to the standards in the section entitled "On-Street Parking Corrals," and by City Permit.
Parking	On-street parking on both sides of the street. On-street parking stalls are a minimum of 8 feet wide.
Auto Travel Lane	Auto travel is two-way. Auto travel lanes shall be a minimum of 10 feet wide and a maximum of 11'-6".
Transit Travel Lane	Transit travel lanes shall share the auto travel lanes. *
Bike Travel Lane	Bike travel lanes shall share the auto travel lanes.
Lighting	Street lighting shall be installed according to the standards in "Streetscape Furniture" and Chapter 5.
Streetscape Furniture	Streetscape furniture shall be installed according to the standards in "Streetscape Furniture."

* To be determined through the Main-McVay Transit Study

DRAFT

Street Type Two – Retail Main Street

Example location – Main Street from Mill Street to 10th Street.



Description

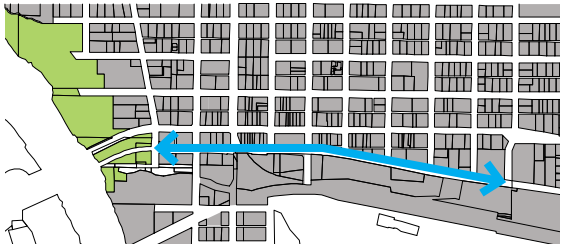
The Retail Main Street improvements strengthen the retail environment by reducing speeds, prioritizing on-street parking and identifying pedestrian-friendly improvements to sidewalks and intersections.

Sidewalk Zone	The Sidewalk Zone shall be a minimum of 12 feet wide, and shall meet the minimum dimensions for each of the sidewalk zones as specified in the section entitled "Sidewalks."
Sidewalk Zone Extension	Curb extensions may be located at intersections to facilitate pedestrian crossing, according to the standards in goals in the section entitled "Intersections." Curb extensions to facilitate pedestrian crossing may be located mid-block, according to the goals in the section entitled "Sidewalk Extensions: Bulb-outs." Parklets are prohibited. On-street bike parking corrals are prohibited.
Parking	On-street parking shall be installed on both sides of the street. On-street parking stalls are a minimum of 8 feet wide.
Transit Travel Lane	Transit travel shall share the auto travel lanes. *
Bike Travel Lane	Bike travel shall share the auto travel lanes.
Lighting	Street lighting shall be installed according to the standards in "Streetscape Furniture" and Chapter 5.
Streetscape Furniture	Streetscape furniture shall be installed according to the standards in "Streetscape Furniture."

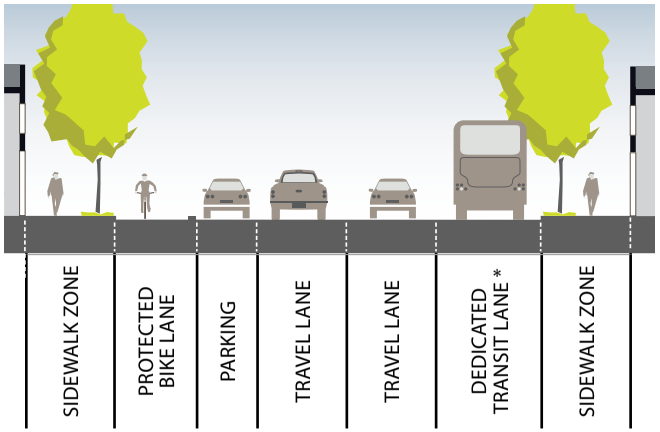
* To be determined through the Main-McVay Transit Study

DRAFT

Street Type Three – East-West Mobility Street



Example location – South A Street from Mill Street to 10th Street.



Description

Street Type 3, East-West Mobility Street, is a key route in the mobility framework that provide access to the region and enables the revitalization of Downtown. Improvements include pedestrian, bicycle and transit safety enhancements in the form of wider sidewalks, increased opportunities for crossing, protected bikeways, and dedicated bus transit routes. As a Minor Arterial, Street Type 3 provides for through auto and truck traffic (OR Highway 126).

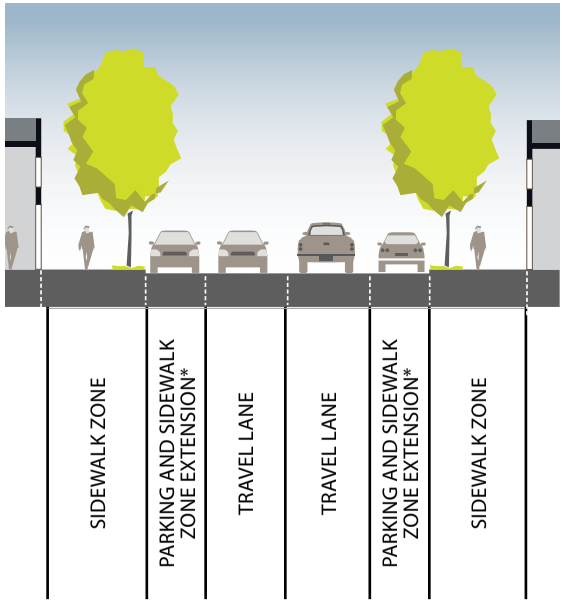
Sidewalk Zone	The Sidewalk Zone shall be a minimum of 12 feet wide, and shall meet the minimum dimensions for each of the sidewalk zones as specified in the section entitled "Sidewalks."
Sidewalk Zone Extension	Curb extensions may be located at intersections to facilitate pedestrian crossing, according to the goals in the section entitled "Intersections." Curb extensions to facilitate pedestrian crossing may be located mid-block, according to the goals in the section entitled "Sidewalk Extensions: Bulb-outs." Parklets are prohibited. On-street bike parking corrals are prohibited.
Transit Travel Lane	Transit travel shall be accommodated within a dedicated lane or lanes. *
Bike Facility	Bike travel shall be accommodated within a protected facility.
Lighting	Street lighting shall be installed according to the standards in "Streetscape Furniture" and Chapter 5.
Streetscape Furniture	Streetscape furniture shall be installed according to the standards in "Streetscape Furniture."

* To be determined through the Main-McVay Transit Study

DRAFT

Street Type Four – North-South Special Street

Example locations – 8th Street from South A Street to C Street, and Mill Street at west end of proposed Mill Plaza (between Main and A Streets).



** On Street Type Four the parking lane may also serve as an extension of the sidewalk zone and may be occupied by bike parking corrals, parklets and café seating.*

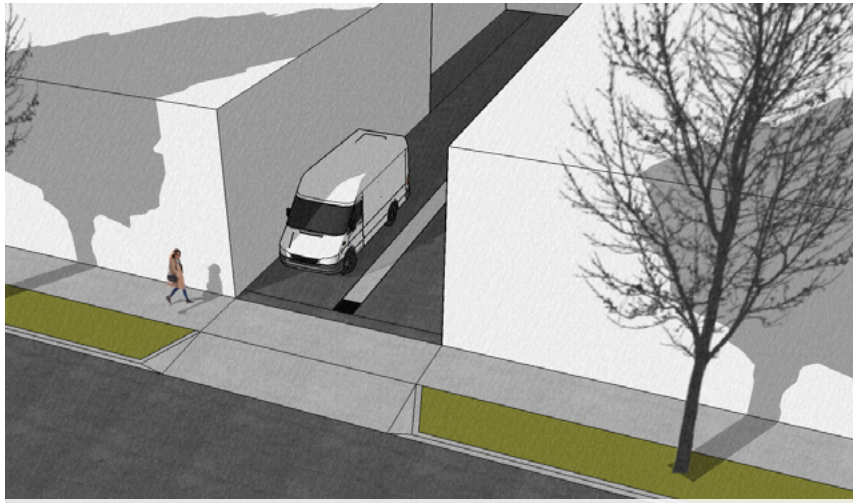
Description

Street Type 4 – North-South Special Street provides a key connection between downtown and adjacent residential neighborhoods. Two-way auto travel is accommodated while pedestrian comfort is prioritized. North-South Special Street provides opportunities for businesses to occupy the sidewalk and street space with café seating, parklets, bike parking corrals, increased landscaping including stormwater planters, curb extensions with ornamental trees, and canopy trees. The North-South Special Street may accommodate curbless street design, in which the distinction between pedestrian and auto travel zones are marked with bollards, planters, streetscape furniture and art rather than curbs.

Sidewalk Zone	The Sidewalk Zone shall be a minimum of 12 feet wide, and shall meet the minimum dimensions for each of the sidewalk zones as specified in the section entitled "Sidewalks."
Sidewalk Zone Extension	Curb extensions may be located at intersections to facilitate pedestrian crossing, according to the goals in the section entitled "Intersections." Curb extensions to facilitate pedestrian crossing may be located mid-block, according to the goals in the section entitled "Sidewalk Extensions: Bulb-outs." Parklets may be permitted to occupy the sidewalk extension zone, according to the standards in the section entitled "Parklets and Café Seating," and by City Permit. On-street bike parking corrals may be permitted to occupy the sidewalk extension zone, according to the standards in the section entitled "On-Street Parking Corrals," and by City Permit.
Parking	On-street parking shall be installed on both sides of the street. On-street parking stalls are a minimum of 8 feet wide.
Auto Travel Lane	Auto travel is two-way. Auto travel lanes shall be a maximum of 10 feet wide.
Transit Travel Lane	Transit travel, where it occurs, shall share the auto travel lanes.
Bike Travel Lane	Bike travel lanes shall share the auto travel lanes.
Lighting	Street lighting shall be installed according to the standards in "Streetscape Furniture" and Chapter 5.
Streetscape Furniture	Streetscape furniture shall be installed according to the standards in "Streetscape Furniture."

DRAFT

Alleys



A typical alley.

A Springfield alley today.

Springfield has a rich network of alleys in its downtown. Alleys are defined as the narrow streets that run through the middle of a block, providing access to the rear of buildings. Functionally, they are important for a number of reasons: They accommodate existing service delivery, waste and recycling pick-up and provide off-street parking.

In addition to these important service-oriented functions, alleys can become delightful areas of the public realm, providing opportunities for engaging public spaces where people visit, relax, and enjoy being with other people. They can incorporate public art and encourage economic development through increased business density and small-scale retail opportunities. Alleys help expand the pedestrian network and connectivity throughout the downtown and to other parts of Springfield. They enhance and extend the pedestrian and bicycle networks through car-free, more intimately-scaled spaces. They can also be safer, quieter, and more interesting routes than existing streets.

Alleys not only provide vibrant places for people, they can create opportunities for green infrastructure and stormwater management. Alleys, when combined with vegetative swales, green streets, and parks, supports ecological processes and provides habitat for birds and local plants, and contribute to human health. Alleys can be both symbols of and catalysts for green city initiatives.

Alley Typologies

Activity Through Connections: Alleys that serve as nodes for activities such as cafes, bars, and retail.

Pedestrian and Bicycle Through Connections: Alleys that prioritize pedestrian and bicycle access to provide connections to parks, businesses, and retail.

Green Through Connections: Alleys that expand green space in downtown through the addition of trees or plantings.

Service Access Connection: Alleys that prioritize service access for deliveries, waste and recycling pick-up and provide off-street parking.

DRAFT

Alleys, continued

Alley Type Proposed Locations and Current Conditions

Primary Urban Alley. The Primary Urban Alley runs east-west between A Street and Main Street, and connects Mill Street with 10th Street before becoming a residential alley. This alley varies in width from 12.5 feet to 16 feet. (Source: Google Earth Pro). This particular alley is critical because it runs along the north side of Mill Plaza. Therefore its primary function is urban public space and commercial use; its secondary function is pedestrian and bicycle mobility; and its third function is service and off-street parking access. Its fourth function may be to accommodate stormwater.

Secondary Urban Alley. The Secondary Urban Alley downtown runs east-west between Main Street and South A Street, and connects 6th Street and 8th Street. This alley varies in width from 14 feet to 16 feet. (Source: Google Earth Pro). Its primary function is service and off-street parking access; its secondary function might be stormwater management; its third function is pedestrian and bicycle mobility, and its fourth function is urban public space and commercial use.

Secondary Service Alley. The secondary service alley runs east-west between A Street and B, and connects 4th Street to 7th Street and 8th Street to 9th Street. Its primary function is service and off-street parking access; its secondary function is stormwater management; its third function is pedestrian and bicycle mobility, and its fourth function is urban public space and commercial use (between 4th Street and 7th Street, only).

New Alleys. New alleys may be introduced whenever new blocks are created, e.g. south of South A Street. Their hierarchy of functions may be as follows: Primary function, service and off-street parking access; secondary function, stormwater management; third function, pedestrian and bicycle mobility; and fourth function, urban public space and commercial use.

Location Requirements	See notes above.
Placement Requirements	New alleys shall be created where existing blocks without alleys are redeveloped or where new blocks are created.
Overall Width	20 feet minimum
Clear Through Zone Width	16 feet minimum
Intersections	Accommodate turning movement of SU 30 single unit vehicle making a turn.
Sight Triangle at Street Intersection	15 foot by 15 foot unobstructed sightline above 24 inches and below 96 inches.
Stormwater Management	Slope alley to center drain.
Additional Considerations	Storage of waste and recycling materials shall occur on parcel or lot, see development standards.

Attachment 1, Page 9 of 31

DRAFT

Sidewalks

Sidewalks connect pedestrians with their destinations. They also serve as the site for loading and unloading vehicles; as public meeting and gathering spaces; as a place for outdoor dining; and as a venue for commerce. Sidewalks play a vital role in city life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks serve as the front steps to the city, activating streets socially and economically. Safe, accessible and well-maintained sidewalks are a fundamental and necessary investment for cites. They have been found to enhance public health in general and maximize social capital. Superior sidewalk design can encourage walking.

Sidewalks are the part of the public space immediately adjacent to the roadway. The sidewalk area includes a pedestrian zone that must remain clear, both horizontally and vertically. Public space components that share the pedestrian zone are considered part of the sidewalk, e.g. driveways.

Careful design of sidewalks will ensure that pedestrian access routes are functionally adequate, safe, and fully-connected into an integrated and accessible network. Sidewalks support the character and distinct identities of their neighborhoods. Sidewalks (and planting strips, where applicable) should be as wide as possible appropriate to foot traffic and available street width. Dimensions and materials are based in part on neighborhood context. Wide sidewalks are used in commercial areas to accommodate pedestrians, as well as street furniture, vendors, and sidewalk cafés; narrower sidewalks may be used in residential areas where paving is secondary to landscaping and streets are part of Springfield's open space network. Different sidewalk paving materials helps reinforce distinct neighborhoods and differentiates specific streets. Varying the type and color of materials within a block can be effective to indicate areas of special use, such as driveways, sidewalk cafés, and plazas.

Include planted areas and stormwater source controls within sidewalks wherever possible when a maintenance partner is identified.

Springfield Main Street sidewalk today.

Attachment 1, Page 10 of 31

DRAFT

Sidewalks, continued

Sidewalk Zones

The five sidewalk zones, from property line to curb, are:

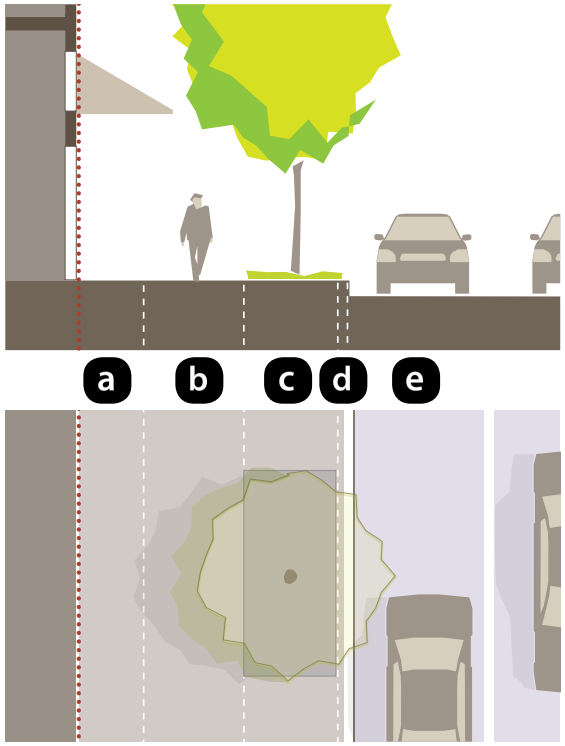
a Frontage and Marketing Zone: The area adjacent to the property line where transitions between the public sidewalk and the space within buildings occur. The frontage zone is the portion of the sidewalk located immediately adjacent to buildings, and provides shy distance from buildings, walls, fences, or property lines. It includes space for building-related features such as entryways and accessible ramps. It can include landscaping as well as awnings, signs, news racks, benches, and outdoor café seating.

b Pedestrian Through Zone: The portion of the sidewalk for pedestrian travel along the street.

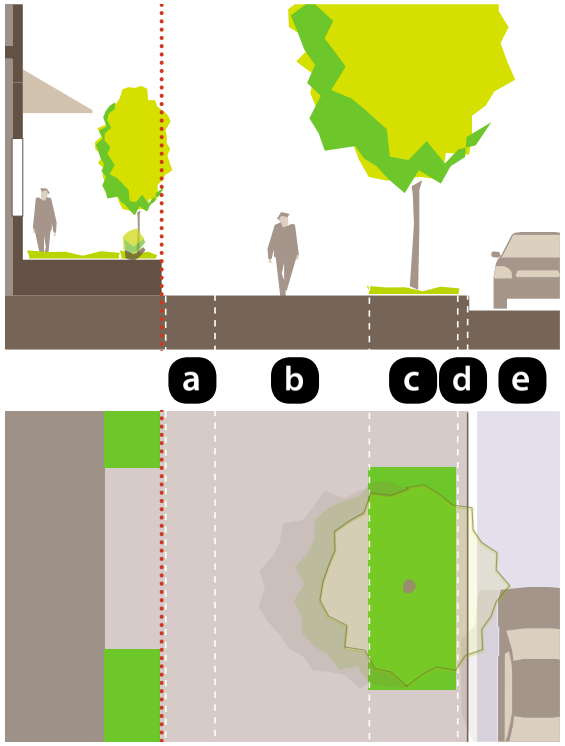
c Street Furniture Zone: The portion of the sidewalk used for street trees, landscaping, transit stops, street lights, and site furnishings. It serves as a buffer between the pedestrian travel way of the sidewalk and the vehicular area of the street within the curbs. It provides space for urban design elements such as street trees, planting strips, street furniture, utility poles, sidewalk cafés, sign poles, signal and electrical cabinets, fire hydrants, bicycle racks, and transit stop shelters.

d Edge Zone: The area used by people getting in and out of vehicles parked at the curbside.

e Sidewalk Zone Extension: The area where pedestrian space may be extended into the parking lane, via features such as parklets, bike corrals, and bulb-outs.



Typical Retail Street Sidewalk



Typical Residential Street Sidewalk

Zones of the Sidewalk		Minimum Dimensions*	Recommended Dimensions**
a	Frontage and Marketing Zone	18 inches	2 feet
b	Pedestrian Through Zone	5 feet	6 feet
c	Street Furniture Zone	3 feet	4 feet
d	Edge Zone	6 inches	6 inches
e	Sidewalk Zone Extension	8 feet	

**Minimum dimensions are listed in reference to existing sidewalks only.*
***Recommended dimensions represent the proposed standards for new sidewalks.*

DRAFT

Sidewalks, continued

Pedestrian Ramps	ADA–compliant pedestrian ramps must be provided at all pedestrian crossings; separate ramps should be used aligned with each crosswalk; color of detectable warning strip should contrast with surrounding pavement: dark gray in areas of light pavement and white in areas of dark sidewalk.
Curb Area	The area within 18 inches of the curb should be kept free of all obstructions.
ADA Compliance	Sidewalks must conform to ADA requirements for minimum clear path width and provision of spaces where wheelchair users can pass one another or turn around; beyond the ADA minimum, provide an unobstructed clear path of 8 feet or one–half the sidewalk width (whichever is greater).

Different treatments of the sidewalk zones.

DRAFT

Sidewalk Zone Extensions: Bulb-outs

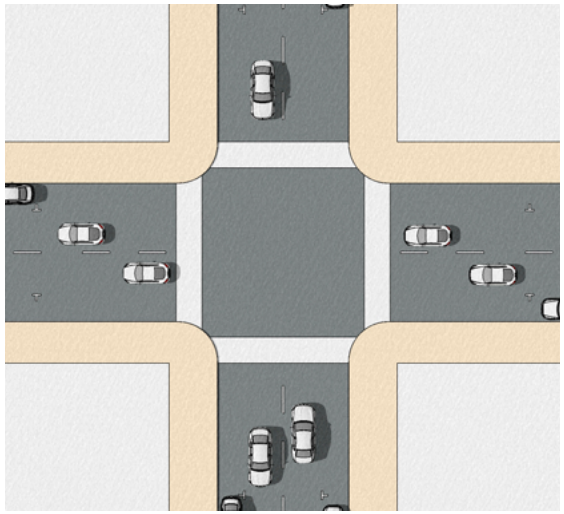
Bulb-out Goals

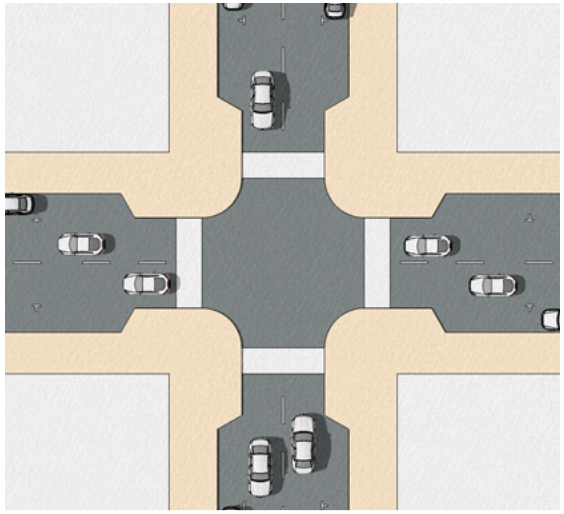
A bulb-out, or curb extension, is an expansion of the curb line into the lane of the roadway adjacent to the curb (typically a parking lane) for a portion of a block either at a corner or mid–block. Curb extensions enhance pedestrian safety by reducing crossing distances, pedestrian exposure, and minimum required signal time for crossings. Curb extensions make the crosswalk more apparent to drivers and encourages them to stop in advance of the crosswalk. They improve the ability of crossing pedestrians and drivers to see one another. Curb extensions reinforce lane discipline for drivers through intersection. They slow vehicle turning movements and emphasize the right of way of crossing pedestrians.

Curb extensions provide additional pedestrian space that reduces crowding, particularly for queuing at crossings and bus stops. They create space in the public realm that may be used to locate street furniture, bike parking, bus stop kiosks, and public seating. They reduce sidewalk clutter and keep fire hydrant zones clear when located in front of a hydrant.

A pair of curb extensions can be located on either side of a street to create a mid–block crossing or at an intersection to create an urban gateway to a neighborhood or district.

Placement Goals	Middle of blocks Intersections Curb extension may extend to the bicycle lane where provided and striped.
Paving	Paving on curb extension should match that of the surrounding sidewalks.
Width	The width of a curb extension is typically two feet less than the width of the adjacent parking lane. When on an arterial, collector or local street, the curb extension typically extends 2 feet beyond the parking striping.
Minimum Length	The minimum length for a curb extension is equal to the full width of the crosswalk. Where appropriate or necessary curb extensions should be longer.
Radius	The design of curb extensions should accommodate a WB-50 design vehicle or maintain a 20-foot curb radius, whichever is smaller. Where a conflict with design vehicle turning movements exists, reduce the size and extent rather than eliminate the curb extension wherever possible.





Curb extensions can reduce the pedestrian's crossing distance by as much as 15 to 20 feet, and they also serve to make the pedestrian more visible to motorists approaching the intersection.

DRAFT

Street Trees

Streetscapes represent the most significant public spaces of the city. Street trees, and the canopy that they create, are the single most prominent feature of the public realm. Trees support a pedestrian-friendly environment with a human scale. Street trees provide structure and definition to streets, plazas, and open spaces. Based on their context, arrangement, and spacing, street trees can:

- Frame, define, and accentuate the public realm of streets;
- Enhance the continuity of the street and emphasize longer views;
- Provide filtered light and welcomed shade to all in the public realm;
- Reinforce the rhythm of urban blocks by supplementing the urban street wall;
- Define an urban ceiling and create a sense of enclosure; and
- Add texture, delight, and human scale.

Trees are an ideal form of shade providing protection on hot summer days, and allow heat and light to penetrate when it is needed most during the cold winter months. They can also calm traffic by creating a sense of enclosure and narrowing the apparent width of the roadway. Trees can enhance retail environments when appropriate species provide high canopy so that visual access to retail spaces is maintained.

They also trap airborne pollutants and absorb carbon dioxide. Biodiversity is essential to sustainable landscapes, and a range of trees will be planted to ensure a healthy and diverse tree population into the future.

Tree Pits

A tree pit is the excavation in which a street tree is planted; in the urban context the pit may represent the whole of the root volume available to the tree when mature. Tree pits should be used extensively wherever sidewalks exist. Individual Tree Pits are the current standard, but Connected Tree Pits or Stormwater –Capturing Tree Pits may be used to provide improved tree health and to manage stormwater from the street. The ability of a tree to grow to a mature size and remain healthy is directly related to the volume of rooting soil available. When the rooting space for a street tree is constrained, the tree will grow until the space is filled with roots, but then the tree will decline and die. Providing sufficient rooting soil is necessary to achieve the benefits that street trees provide.

Tree Box Area

Ground cover in tree box area provides seasonal color and serves as a buffer between pedestrians and cars. Maintenance of ground cover plantings is extremely important to sustain the functional and aesthetic benefits. Other than street trees, plantings may include turf, ground covers, or shrubs.

DRAFT

Attachment 1, Page 14 of 31

DRAFT

Street Trees, continued

Larger landscaped planters are appropriate for residential areas.

Street Trees	
Location Requirements	• All streets in the Downtown District
Placement Requirments	• Street trees should be planted with regular spacing in straight rows to create a continuous street edge. Spacing may be adjusted slightly to accommodate driveways and street lights. On each block, locate trees in a straight line midway in the Street Furniture Zone.
Tree Spacing and Clearances	• Trees shall be planted 30 feet to 45 feet apart. Where necessary to avoid other fixed elements in the public realm, trees may be planted a maximum of 50 feet apart. Trees shall also be planted to maintain minimum sight distances, minimize visual obstructions, and comply with the following minimum spacing requirements, as measured from the center of the tree to the center of the object: • No closer than 40 feet from the curb face at intersections and street corners within the sight • distance triangle; • A minimum of 10 feet from a driveway or alley; • A minimum of 15 feet from a light pole; • A minimum of 10 feet from a fire hydrant; • A minimum of 8 feet from any building or utility vault; and, • A minimum of 12 feet from any above grade building projection.

DRAFT

DRAFT

Street Trees, continued

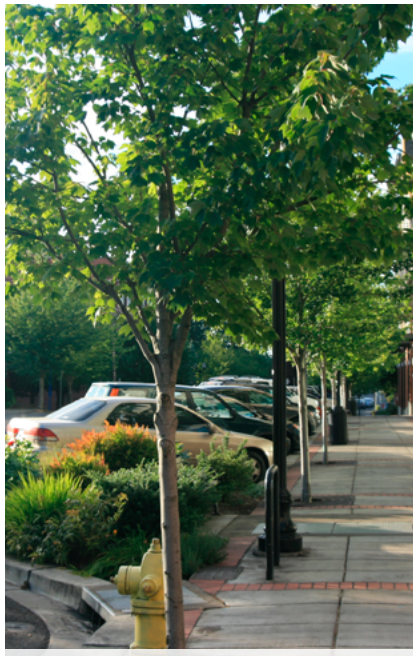
Tree Planting between curb and sidewalk in soft planters – South A Street	
Description	Continuous plantings along the street edge provide a welcome buffer for pedestrians from automobiles and trucks on higher speed streets, like South A Street. Continuous plantings also discourage informal mid-block pedestrian crossings. Trees are planted between the Pedestrian Through Zone of the sidewalk curb and the street roadway surface. Tree pits are continuous. The planting area surrounding the tree box area is grass or other soft landscape planting as approved by the City.
Positive Attributes	• Clearly defines street edge; • Shades both street and sidewalk; • Buffers pedestrians from street traffic; • Provides space for tree canopy to spread evenly (trees achieve a more natural shape) with less maintenance; and

DRAFT

Attachment 1, Page 16 of 31

DRAFT

Street Trees, continued



Tree Planting in the Sidewalk Furnishing Zone – Main Street (and others)	
Description	The superficial appearance of urban street tree plantings in the Furnishing Zone of the sidewalk can vary. Most often street trees in the most urban conditions have their root zones protected by tree grates which expose only the trunk of the tree. A covered tree trench is the area of soil under pavement that is designed to support root growth while providing structural support for the sidewalk. A covered tree trench makes it possible to have large canopy shade trees in even the most urban environments.
Location Requirements	• Use covered tree trenches in locations with heavy pedestrian traffic and high turnover parking: Downtown Mixed-Use, Main Street, Mill Plaza, and other streets as shown on the Regulating Plan; • Use a variety of street tree species along a block to avoid species blight; • Make provisions for water to reach the soil beneath the pavement. Provisions may include the use of pervious pavement or the installation of flexible, perforated pipes beneath the pavement; • Verify location of overhead and underground utilities; • Preserve the continuity of the Through Zone of the sidewalk; and • Coordinate with placement of street furniture and street lights.
Minimum Dimensions	• Provide as large a trench as possible. The trench should be at least 5′-0″ wide and 3′-0″ deep and should provide at least 500 cubic feet of soil for a single tree or 350 cubic feet of soil per tree if the space is shared among several trees; • Provide an opening around the trunk of at least 2 feet by 2 feet. The remainder of the tree pit can be covered granite cobblestones , pervious pavement, or a tree grate; • Design tree pits to discourage the encroachment of pets; • Design sidewalks to direct stormwater into tree pits wherever advisable; and • Engineered soils are required for both structural soil and soil cells.

DRAFT

DRAFT

Street Trees, continued

Stormwater Capturing Tree Pit	
Description	An Individual Tree Pit or Connected Tree Pits designed to capture stormwater from the adjacent roadway. Well-designed Stormwater–capturing Tree Pits can benefit tree health by increasing the amount of water each street tree receives and reducing the need for manual irrigation. They provide stormwater detention from street and sidewalk. If well-maintained, Stormwater-capturing Tree Pits beautify neighborhoods and green the streetscape.
Location Requirements	• Locate Stormwater–Capturing Tree Pits in the Street Furniture Zone of the sidewalk; • Locate Stormwater–Capturing Tree Pits carefully to ensure that adequate sub–drainage and overflow drains are not installed; and • Linked Stormwater–capturing Connected Tree Pits should be used wherever feasible instead of Individual Tree Pits.
Minimum Dimensions	• Provide as large a trench as possible. The trench should be at least 5′-0″ wide and 3′-0″ deep and should provide at least 500 cubic feet of soil for a single tree or 350 cubic feet of soil per tree if the space is shared among several trees; and • Design tree pits to discourage the encroachment of pets.

DRAFT

Attachment 1, Page 18 of 31

DRAFT

Streetscape Furniture

Street furnishings create a comfortable sidewalk experience, eliminating clutter and providing convenient amenities to pedestrians, making it more enjoyable to pass through and use. Streetscape furniture consists of permanent elements in the Furnishing Zone such as benches, planters, trash and recycling receptacles, bike racks and bollards. The objective of street furniture is to provide these amenities at convenient intervals to accommodate pedestrians, making the sidewalk a desirable and safe place to inhabit. Street furnishings not only provides people with places to sit and rest, they provide spaces for socializing and people-watching, helping to create an active and lively street life. Street furniture can also serve as a buffer from the noise of cars on the street. This type of furnishing differs from Café Seating, which is allows businesses to extend their seating to adjacent sidewalk area. See the Café Seating section of this document for further information.

Streetscape furniture elements should be cohesive in appearance, adding a consistent, identifiable language that helps reduce visual clutter. The designs should be simple and compatible with the character of the neighborhood and the design and layout of the furnishings should maximize function, comfort and safety. All streetscape furniture must be reviewed and approved by the City.

Placement Considerations

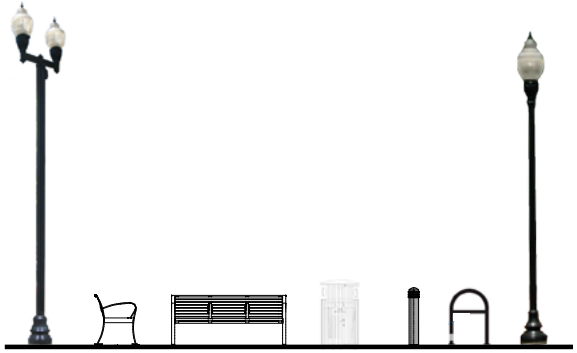
Streetscape furniture is most commonly found in the center of the Furnishing Zone. Furniture placed in any zone of the sidewalk shall not obstruct the Pedestrian Through Zone and must provide 6 feet of clear sidewalk width at all times. Provide minimum 3 feet clear on all sides of the streetscape furniture, poles, trees or other sidewalk obstructions.

Location Considerations

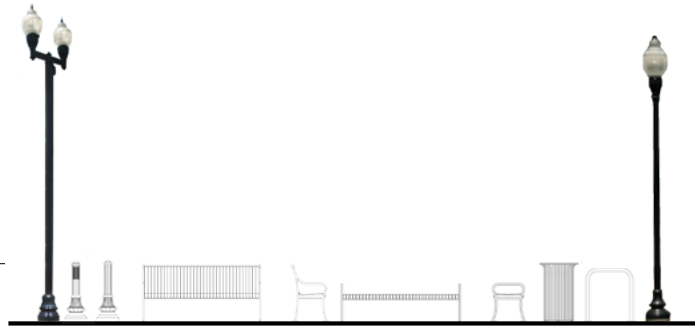
Street furniture is most useful and desirable in Springfield's downtown area. Higher concentrations of street furnishings should be present in areas of greater pedestrian activity.

Streetscape Furniture Suite Selection Principles

- Color palette complements exiting streetlights with black or other dark colors
- Material palette of slatted steel is compatible with existing streetlight design
- Streamlined traditional style
- Complies with current Americans with Disabilities Act regulations



Streetscape Furniture Suite 1 (Example).



Streetscape Furniture Suite 2 (Example).

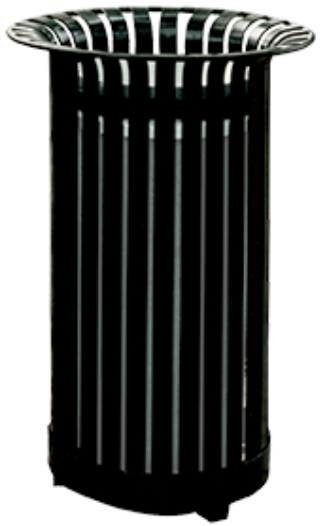
DRAFT

Streetscape Furniture, continued

Seating	
Location Requirements	Determined by City on site by site basis
Distance from Intersection	Minimum of 30 feet from an intersection on the near side approach Minimum 20 feet from the intersection on the far side
Placement Requirements	Seating is oriented towards the sidewalk and buildings Minimum 2 feet from the curb Furnishings should not be located so as to obstruct the sight triangle of an adjacent driveway or mid-block crossing
Minimum Dimensions	3 feet minimum clear on either side of the bench 5 feet minimum from fire hydrants 35 inches high at back rest 17 inches high at seat level 25 inches deep 6 feet long
Style / Type / Material	Steel slats with a thin profile. Hot-dipped galvanized steel with dark painted finish.
Additional Considerations	Provide seating both with and without armrests. Provide backless seating as well as seating with backs.

DRAFT

Streetscape Furniture, continued



Trash / Recycling Receptacles	
Location Requirements	Determined by City on site by site basis
Placement Requirements	Receptacles should be provided in close proximity to bus shelters, seating areas, intersections, and food and beverage establishments.
Minimum Dimensions	18 inches clear surrounding receptacle 5 feet minimum from fire hydrant 1 foot from any in-ground obstruction (such as manhole) 3 feet from other street furniture 5 feet clear Pedestrian Through Zone adjacent to the receptacle (BCS) 23 inch diameter x 36 inches high
Style / Type / Material	Steel paneled cylindrical form with polyethylene liner Freestanding or mounted on site.

Bollards	
Location Requirements	Determined by City on site by site basis
Minimum Dimensions	Diameter: 4 inches Height: 3 feet
Style / Type / Material	Powedercoated, galvanized steel or cast aluminum, semi-domed top.
Additional Considerations	Bollards should be visible in all lighting conditions for all users, particularly pedestrians and motor vehicles. Proper sizing and spacing is important to balance restricting vehicular traffic with allowing for pedestrian movement.

DRAFT

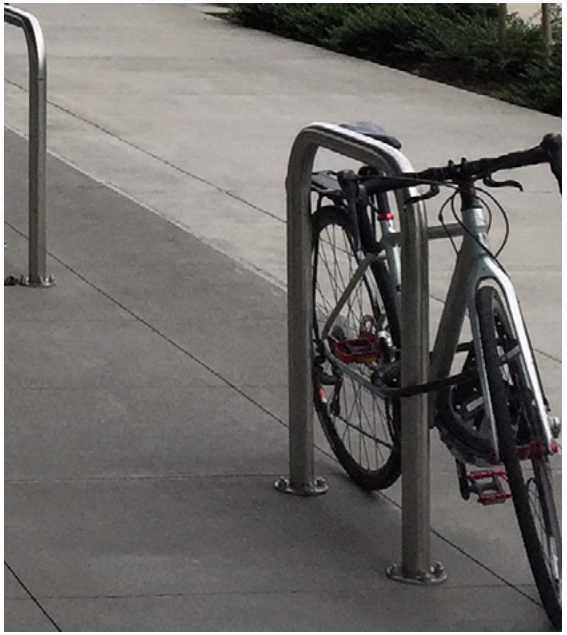
Streetscape Furniture, continued

Bike Racks	
Location Requirements	Determined by City on site by site basis
Placement Requirements	Bike racks for short-term parking should placed outside a destination and near its entrance to maximize convenience. Permitted in Frontage Zone. Racks must be oriented such that they do not interfere with pedestrian path of travel on the sidewalk, yet are not so close to the curb that the rack can be inadvertently hit by the overhang of a car as it parks. Minimum 2 feet distance from curb (3 feet recommended). 4 feet, minimum from newspaper racks; US Postal Service mailboxes; street lights; traffic control signs; bus stops or shelters; driveways; sidewalk vaults or other surface hardware, such as cable or electrical boxes or grates; street furniture; trash and recycling bins; or other sidewalk obstructions; curb ramp and crosswalks. 5 feet from fire hydrant and crosswalks. Bike racks parallel to a wall: minimum 24 inches from wall, 36 inches recommended. Bike racks perpendicular to wall: minimum 28 inches from wall, 36 inches recommended Place in sheltered location when possible. Where installed in the Frontage Zone of the sidewalk, ensure that racks do not in conflict with rain water leaders or drain lines.
Installation Requirements	Sidewalks between 10 feet and 14 feet in width: install bike racks parallel to the curb. Multiple individual racks installed parallel to the curb, end to end, must be separated by a minimum of 48 inches (72 inches is preferred). Sidewalks wider than 14 feet : racks can be placed perpendicular to the curb. Multiple racks placed perpendicular to the curb, side-by-side, must be separated by a minimum of 36 inches (48 inches is preferred). Permit required

Attachment 1, Page 22 of 31

DRAFT

Streetscape Furniture, continued



Bike Racks	
Minimum Dimensions	28 inches long x 6 inches wide x 33 inches high. 6 feet x 2 feet footprint
Style / Type / Material	Supports the bicycle frame in at least two places, allowing the frame and wheel to be locked using a U-lock or cable lock; Has a square, rectangular, or other cross-section that resists vandalism with a pipe cutter; Prevents the wheel of the bicycle from tipping over; Does not damage the bicycle; Is durable and securely anchored; Allows front-in or back-in parking; and, Allows for the securing of a variety of bicycles, including children's bikes, tandems, and recumbents.
Unacceptable Designs	Bicycle racks that are not acceptable are those that do not meet the criteria above. These include grid, "schoolyard," or "wheel-bender" style racks that do not allow for the locking of both wheel and frame and "wave" racks, because they do not support the bicycle in two places.

DRAFT

Streetscape Furniture, continued

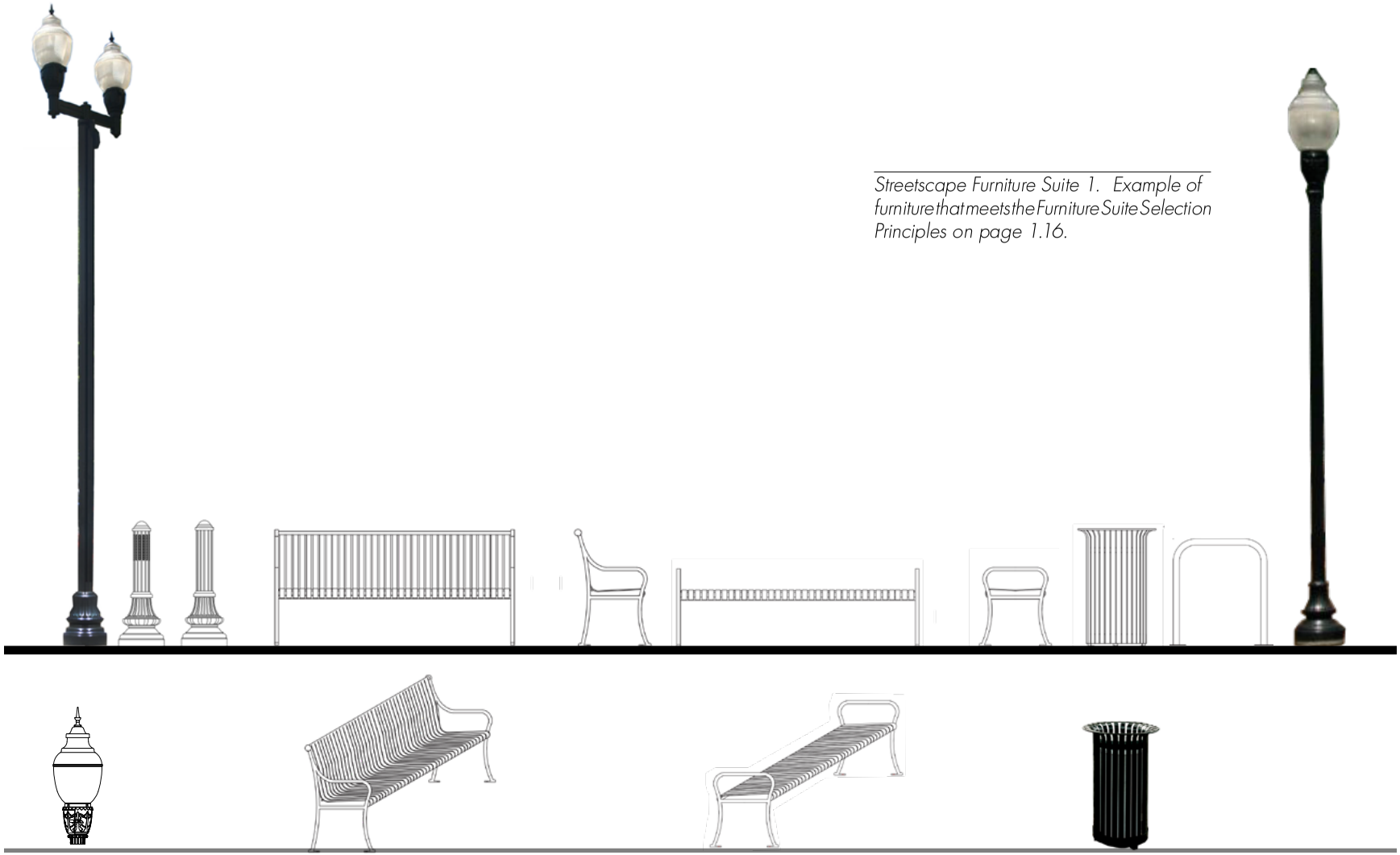
Planters	
Location Requirements	Approved by City on case by case basis
Placement Requirements	Permitted in Frontage Zone Planters are optional
Minimum Dimensions	24 inches high x 3 feet wide x 3 feet long
Style / Type / Material	Steel, aluminum or cast concrete

Vaults	
Description	Vaults are above grade projections or covered below grade and flush with the surface of the sidewalk, e.g. electrical transformers.
Placement	Vaults shall be located on private property whenever possible. If, for some compelling reason, a vault may not be located on private property, a permit for placing a vault in public space may be granted if: 1. The vault is located adjacent to ground floor retail in a commercial building and has a solid cover that is flush with the surrounding surface and matches the adjacent paving material. 2. The vault is located in the public parking zone adjacent to a residential building and is concealed on all sides facing the right-of-way by a landscaped buffer. 3. The vault is located in an alley and complies with building code requirements. Vaults shall be constructed so as not to interfere with sewers, water mains, gas mains, electric or telephone conduits, signal conduits, manholes, lamp posts, trees, or any other public or public utility works or improvements. On any sidewalk, the Pedestrian Through Zone should be free of vaults and vault covers that project above the pavement surface.

An above grade vault.

DRAFT

Streetscape Furniture, continued

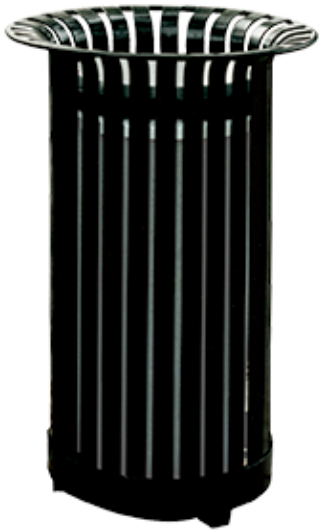


Streetscape Furniture Suite 1. Example of furniture that meets the Furniture Suite Selection Principles on page 1.16.

Attachment 1, Page 25 of 31

DRAFT

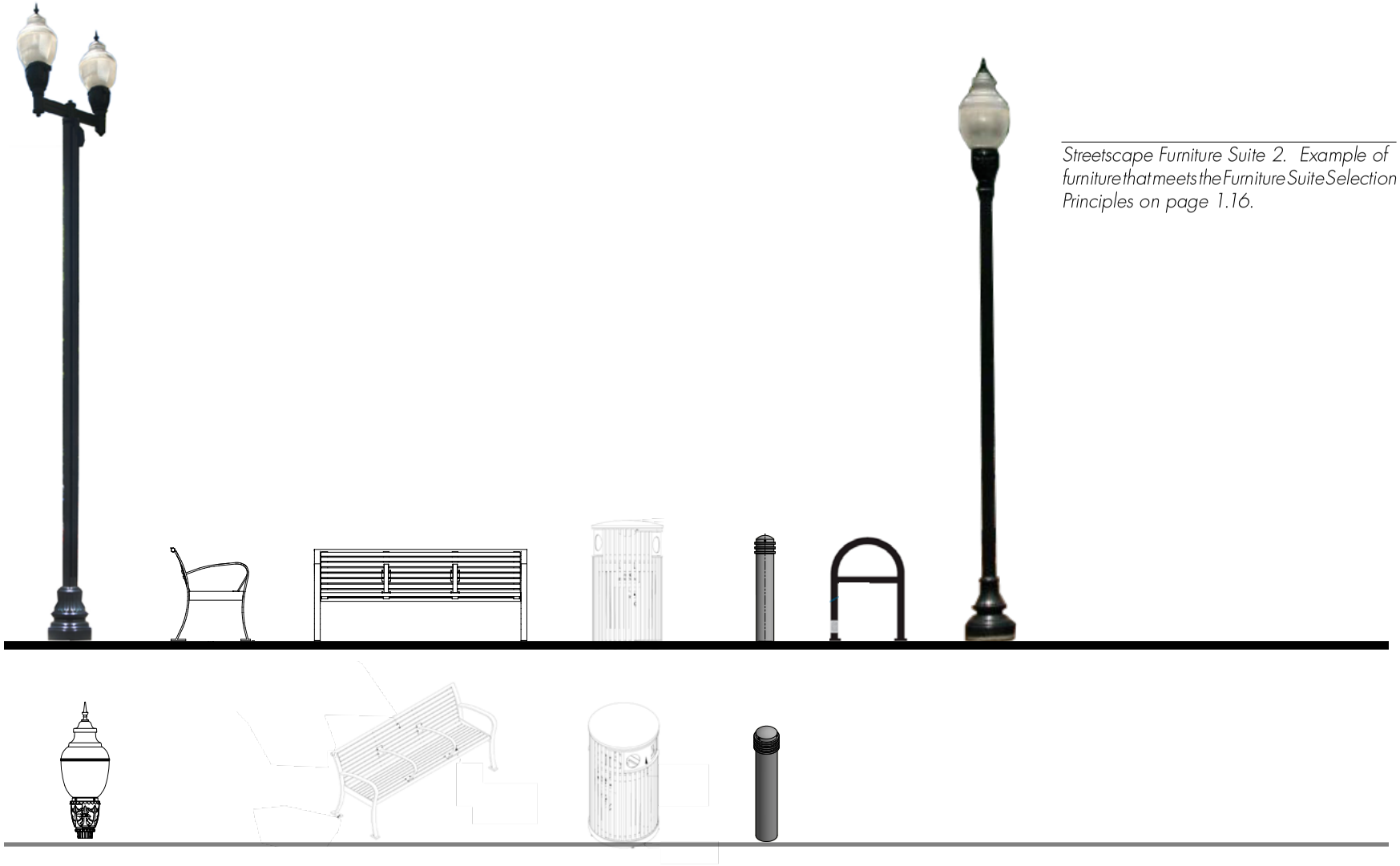
Streetscape Furniture, continued



Streetscape Furniture Suite 1. Example of furniture that meets the Furniture Suite Selection Principles on page 1.16.

DRAFT

Streetscape Furniture, continued

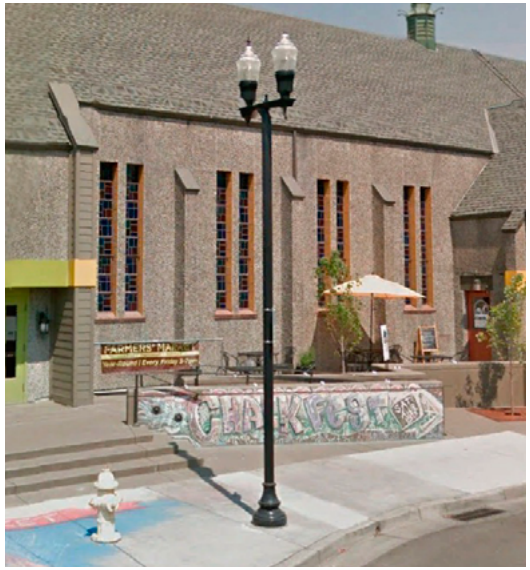


Streetscape Furniture Suite 2. Example of furniture that meets the Furniture Suite Selection Principles on page 1.16.

Attachment 1, Page 27 of 31

DRAFT

Streetscape Furniture, continued



Streetscape Furniture Suite 2. Example of furniture that meets the Furniture Suite Selection Principles on page 1.16.

DRAFT

Parklets and Cafe Seating

Parklets and café seating contribute to a vibrant urban culture and help to make downtown Springfield a more dynamic place to walk, socialize and dine. Both parklets and café seating are privately funded and maintained, but they serve as a public space for everyone. Café seating is a temporary dining area that occupies part of the public right-of-way and is located in the Street Furnishing Zone or the Frontage and Marketing Zone. It is often associated with a particular business or restaurant and can add seating capacity for its customers. In contrast with café seating, parklets convert on-street parking spaces into usable open space for the public. Both types of gathering spaces help activate a streetscape, adding pedestrian activity and enhancing economic development in the surrounding neighborhood. They can be elaborate structures or very simple, depending on the design and budget. Though they are considered temporary structures, they can offer year-round amenities. All café seating and parklets must be reviewed and approved by the City.

Design Considerations

Neighborhood Context: Parklets and café seating arrangements work best in areas where people frequently walk and they can be a good way to add pedestrian space where sidewalks are narrow. Consider adjacent uses that might be complimented by the addition of a parklet or café seating area. Some examples include nearby food carts, a farmer's market, a bike share station or a popular restaurant.

Location on the Block: Parklet locations should be chosen to keep sightlines clear for people on the streets and the sidewalks. See the City's program (forthcoming) for more information on location requirements. Maintaining good visibility is critical to a safe downtown for both pedestrians and drivers.

Pedestrian Through Zone: 6 feet minimum of unobstructed pedestrian passage in the Pedestrian Through Zone of the sidewalk. No element of the sidewalk café may obstruct the Pedestrian Through Zone.

Durability of Materials: It is important for sidewalk cafés to be equipped with quality furniture and fixtures that contribute to the safety and attractiveness of the public realm. Furniture and fixtures must be of sturdy construction, durable, maintainable, and able to withstand severe weather without blowing over. While a variety of tables, chairs and umbrellas are acceptable, the context of nearby buildings and downtown Springfield should be considered when selecting furniture and fixtures.

Common Elements

- Common elements of parklets include: built-in seating, tables, landscaping, areas for play and performance.
- Common elements of sidewalk cafés include: tables, chairs, umbrellas, barriers, planters, waste receptacles and menu display

Attachment 1, Page 29 of 31

DRAFT

On-Street Bike Corrals

Bike corrals convert on-street car parking spaces into bicycle parking, accommodating up to 12 bikes per single parking stall. This bike parking area frees up sidewalk space for pedestrians by providing a higher concentration of bicycle parking in the on-street parking area and it helps to promote multimodal transportation in the downtown area by placing corrals in convenient locations.

Design Considerations

Neighborhood Context: On-street bike corrals should be placed in areas where there is already a concentration of bicycle and pedestrian activity and where automobile speeds are low. Corral placement can encourage bicycle activity and promote an active street culture and well as bring business to adjacent shops and restaurants. Consider proximity to nearby activities and destinations such as retail shops and civic buildings or popular restaurants and cafes.

Location on the Block: On-street bike corral locations should be chosen to keep sightlines clear for drivers and pedestrians. Good visibility and appropriate buffered edges are critical to maintaining a safe and pleasant bicycle parking experience. See the City's program (forthcoming) for more information on location and dimension requirements.

DRAFT

Wayfinding Signage

Wayfinding singage contributes to a well-designed streetscape, helping to orient, direct and inform, as well as add character to a particular neighborhood or district. Wayfinding signage includes any sign with words, graphics, or maps that provides information about a place and is used to help orient and inform. It is a valuable component to the streetscape and is found in the public right of way. Signage helps visitors orient themselves to their surroundings, providing information about nearby amenities or points of interest, helping to direct pedestrians to places they are trying to go. It is a key component to navigating the city, contributes to a positive image and adds vibrancy and visual consistency to a streetscape.

In addition to navigation, signage contributes to the identity of a place and can highlight historically and culturally significant areas or showcase the identity of a community. It can serve as a landmark and add to the unique character of a place. A complete wayfinding design suite for Springfield's downtown should include multiple scales of signs directed toward different types of users including pedestrians, cyclists, and drivers.

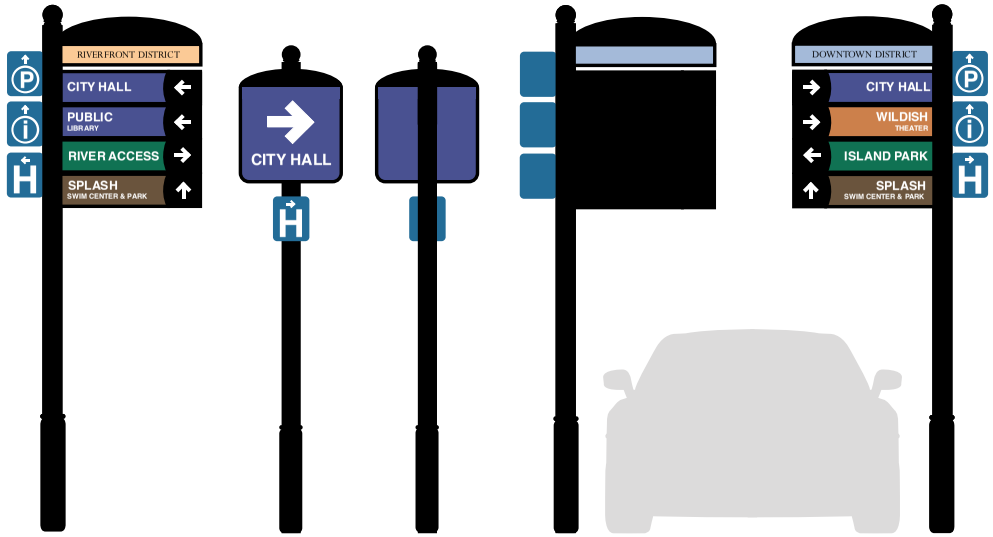
Types of Wayfinding Signage includes:

Standalone Signs. These are freestanding panels, or signs on posts that provide general awareness, often giving directional information about nearby attractions and orienting visitors.

Street Attachment, Temporary Banners. These are non-permanent signs that can be removed easily. Temporary banners might highlight an upcoming annual festival or simply relate to a particular neighborhood. They enhance neighborhood identity and add vibrancy to a community.

Street Attachment, Neighborhood Identifiers. These are signs that help create a positive community image and strengthen the identity of a place. They help to guide visitors along an area and could provide information sequentially. They might attach to preexisting street lamp or other street furniture in the public right of way and could be a permanent fixture.

Wayfinding signage is maintained and controlled by the City.



DRAFT

Springfield Downtown and Public Realm Design Standards | Task 2.5

Downtown Development Standards

draft | April 2016

DRAFT

Table of Contents

INTRODUCTION

Intent of the Downtown Development Standards 2.1

How the Downtown Development Standards Are Organized 2.1

SECTION 1 | DOWNTOWN SUBAREAS

Figure 1 | Downtown Subareas Plan 2.10

Table 1 | Development Standards for Downtown Subareas 2.11

Downtown Subareas | Definitions 2.12

Table 2 | Development Standards for Historic Washburne District Edge 2.15

Historic Washburne District Edge | Definitions 2.16

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

DRAFT

Table of Contents

SECTION 2 | DOWNTOWN BUILDING FRONTAGE AND FAÇADE DESIGN BY STREET TYPE

Guiding Principles for Downtown Building Frontage and Façade Design by Street Type 2.18

Figure 2 | Building Frontage and Façade Design Plan 2.19

Table 3 | Development Standards for Building Frontage and Façade Design 2.20

Building Frontage and Façade Design | Definitions 2.21

Figure 3 | Transparency Calculation 2.23

Building and Landscape Frontage Types 2.24

Table 4 | Development Standards Table for Façade Design by Street Type 2.31

Guiding Principles and Illustrations for Signage 2.33

Signage | Definitions 2.34

Table 5 | Development Standards Table for Signage by Street Type 2.40

SECTION 3 | NON LOCATION-SPECIFIC STANDARDS

Guiding Principles and Illustrations for Structured Parking 2.43

SECTION 4 | URBAN OPEN SPACE TYPOLOGY

Downtown Urban Open Space Typology 2.45

Attachment 2, Page 3 of 54

DRAFT

Attachment 2, Page 4 of 54

INTRODUCTION

DRAFT

Intent of the Downtown Development Standards

The intent of the Downtown Development Standards is to ensure that new development and redevelopment within the Springfield Downtown creates a unified and cohesive public environment. Streetscape and building design within the district should be oriented to the pedestrian, and details should be coordinated to create a high quality public realm as it is experienced from the streets, the sidewalk, the alleys, urban open spaces and from within buildings.

Acronyms used in this document

MUC Mixed Use Commercial

TSP Transportation System Plan

ODOT Oregon Department of Transportation

STA Special Transportation Area

EDSPM or **EDSP** Engineering Design Standards and Procedures Manual

DDUDP Downtown District Urban Design Plan and Implementation Strategy

ITE Institute of Transportation Engineers

How the Downtown Development Standards are Organized

1) Downtown Subareas

This section introduces the Downtown Subareas Plan (Figure 1) and the Development Standards for Downtown Subareas (Table 1). The Downtown Subareas Plan organizes all lots within the Downtown into three subareas. Development standards which regulate the building envelope for any given lot are determined by the subarea on which the parcel sits.

Recognizing the importance of the relationship of buildings to each other and the role they play in framing streets and open spaces, the first, fundamental set of regulations determine the footprint, height and shape of buildings (building envelope) and the location of buildings on lots. Regulations are intended to achieve the Downtown Urban Design Plan (DDUDP) goals for taller buildings and increased dwelling and commercial space downtown, while maintaining the positive attributes of downtown Springfield, including small, walkable blocks, alleys for service and loading and fine-grained building façades. There are three different areas identified for the Downtown, each with a different purpose and character:

- D1 – Mill Plaza / Island Park District
- D2 – Downtown Center
- D3 – Downtown Flex Zone

What is being regulated in this section:

- Minimum Lot / Parcel Size
- Lot / Parcel Coverage
- Front Yard
- Side Yard
- Rear Yard
- Minimum Building or Podium Height
- Maximum Building Height
- Height of Required Step Back
- Step Back
- For lots located on the Washburne Historic District edge:
  - Setback
  - Height of Required Step Back
  - Step Back
  - Height of Additional Required Step Back
  - Additional Step Back

2) Downtown Building Frontage and Facade Design by Street Type

This section introduces the Building Frontage and Facade Design Plan (Figure 2) and the Development Standards for Building Frontage and Facade Design (Table 3). The Building Frontage and Facade Design Plan organizes all lots within the Downtown into a hierarchy of three Street Edge types. Development standards which regulate façade and edge treatment for any given parcel are determined by the street edge type on which the parcel fronts.

Attachment 2, Page 6 of 54

The next series of regulations governs the street-facing façades of buildings, in recognition of the importance of the wall or enclosure that a group of buildings together provide to the street. The identity of a subarea, neighborhood or district is largely determined by its streets, and how buildings relate to and contribute to the character of those streets. Each street within the Springfield Downtown has a personality that can be strengthened by buildings with a cohesive surface design, each contributing to pedestrian scale and interest that is unique to that particular street or set of streets. The façade and edge treatment development standards in the following sections are organized by street type to reinforce the unique character that is envisioned for each particular street, and reinforce that street's "role" within the larger Downtown street network. The three Street Edge types are::

- Main Street and Urban Open Space
- South A, Pioneer Parkway West, Pioneer Parkway East
- All Other Downtown Streets

This section also details the Building and Landscape Frontage Types permitted on each street edge. The Building and Landscape Frontage Types address the elements of ground floor building design most crucial in creating a pedestrian-friendly downtown environment. These frontage types are intended to work in tandem with the street types to create a cohesive and unified public realm. On any street-facing build-to-line not occupied by a building, pedestrian pathway or driveway, landscape screening is required. For most lots there are multiple Building and Landscape Frontage options to choose from.

This section also details façade articulation and signage that is appropriate on each street type.

What is being regulated in this section:

- Building and Landscape Frontage
- Façade Articulation
- Transparency
- Entries
- Building and Sign Illumination
- Weather Protection
- Signage

3) Non-Location-Specific Standards

Section 3 governs development regulations which apply to all development no matter where in the Downtown it is located, such as structured parking design and exterior lighting.

4) Open Space Typology

Section 4 provides principles, guidelines and standards for Downtown urban open spaces (both public and private), that were envisioned by the DDUDP or will be permitted or required by the new Downtown Standards.

DRAFT

Attachment 2, Page 7 of 54

1 | DOWNTOWN SUBAREAS

DRAFT

Attachment 2, Page 8 of 54

D1 - Mill Plaza / Island Park District

Description

D1 – Mill Plaza / Island Park District is defined as the area east of the riverfront Island Park, north of South A Street, west of Pioneer Parkway East, and south of B Street but including the block north of B Street, between Pioneer Parkway East and Pioneer Parkway West. It was identified as the site of the Mill Plaza catalyst project by the adopted DDUDP and includes nine blocks. A few of the blocks within the Mill Plaza Mixed-Use Neighborhood are larger than the typical downtown blocks, specifically those between Island Park and Pioneer Parkway West, and are therefore good locations for new, large footprint buildings that can accommodate major employment, housing and retail.

In addition to new housing, large format retail, storefront retail, and structured parking, the DDUDP envisioned new office space. The Development Summary (DDUDP Appendix) envisioned Class A office space for major employers, but the area should also accommodate smaller footprint building and/or complexes made up of smaller-footprint buildings which can accommodate small creative service firms. The size of sites will permit new users to control service and loading from the center of the block, on new alleys, which can also serve as access to new structured parking. The size of blocks can also accommodate the dedication of a significant urban open space, consistent with the DDUDP vision.

Key plan showing locations of Subarea D1

Regulatory Approach

Large blocks can accommodate large buildings but new development should be massed on the site to maximize solar comfort on the new plaza and maximize views of the river.

The public open space block shown in the DDUDP as "Mill Plaza" was identified as a catalyst project to be constructed in association with more intensive redevelopment on surrounding blocks. Surrounding blocks were identified as needing a minimum amount of development to support the public investment in the plaza, and this was interpreted as a requirement for a minimum number of stories and minimum foot height for new buildings (3 stories and 35 feet). Proposed regulation provided flexibility for developer regarding building mass and height, while ensuring that the massing proposal meets requirements for providing riverfront access, maintaining views to Island Park and river, and solar comfort for the plaza.

Visual exposure and auto and transit access from both East and West Pioneer Parkway is a benefit but also a challenge: if not designed well, these major streets will act as a barrier rather than a bridge between the Mill Plaza / Island Park District and the Downtown Center to the east, particularly for people walking. Where Main Street, A Street and South A Street intersect with East and West Pioneer Parkways, pedestrian and bicycle crossing should be low stress and inviting.

Principles

Use Mix

- Office uses
- High-density residential
- Commercial retail, including large format retail, and services (restaurants, etc.)
- Entertainment venues (promoting evening and nighttime activity)
- Civic and cultural uses

Building Siting and Massing

- Maximize urban development to support public investment in public open space, including streets and new plaza
- Break down big blocks with massing and pedestrian connections
- Locate service access at the center of the blocks so that loading and parking access is not from the surrounding streets

DRAFT

- » Ensure building massing transition to the river that maximize views
- » Ensure inviting connections to the river for people on foot and on bike
- » Handle large parking areas and structured parking with human-scaled design and ensure adaptability over time

Façade and Edge Treatment

- » Permit a wider range of materials palette than in Main Street Neighborhood
- » Permit contemporary architectural treatment
- » Permit larger signage and signage on building top and podium
- » Permit higher degree of signage and building illumination

New housing

New plaza

New office buildings

New large format retail and storefront retail

DRAFT

Attachment 2, Page 10 of 54

D2 - Downtown Center

Description

D2 – Downtown Center is defined as the approximately five-block area of full blocks and half blocks to the north of Main Street and straddling A Street, between 5th Street and 10th Street, as shown on Downtown Subarea Plan. It includes the block between 5th and 6th Streets, north of Main Street, which is currently half occupied by a portion of City Hall. It was identified as the site of new vertical mixed-use development consisting of upper level residential and ground floor retail on most sites. The DDUDP identified an urban open space called the Post Office Park on the half block south of A Street, between 7th and 8th Streets.

Post Office Park could be achieved in association with redevelopment in the vicinity or by Willamalane acquisition of land for a park in the vicinity.

Key plan showing location of Subarea D2

Regulatory Approach

The recommended regulatory approach for this area is, rather than requiring a minimum number of stories, to only require a minimum building height of 25 feet for urban form purposes, and permit flexibility for how it is achieved. It would be permitted to be achieved as a one-story building or as a two-story building. The maximum permitted height of buildings is proposed to remain at 90 feet. The minimum lot size will remain as the current downtown standards dictate, at 6,000 square feet, which will enable larger developments within the Subarea D2.

Principles

Use Mix

- Focus of downtown retail, service, cultural and entertainment uses
- Medium to high density
- Commercial retail and services (restaurants, etc.)
- Entertainment venues (promoting evening and nighttime activity)
- Civic and cultural uses

Building Siting and Massing

- Maximize urban development to support public investment in public open space, including streets and new park
- Require some amount of consolidation of lots to enable larger development
- Locate service access at the center of the blocks so that loading and parking access is not from the surrounding streets
- Vertical mixed use buildings are encouraged, but not required

Façade and Edge Treatment

- Promote new buildings that incorporate Main Street building patterns, such as corner entries, storefront bulkhead and building cornice
- Require higher retail storefront with transom and tall bay heights
- Require weather protection
- Permit contemporary architectural treatment interpretations of Main Street building patterns

DRAFT

- Permit encroachments into the right of way, such as bay windows and entry overhangs
- Encourage tall entry marquee-type overhangs such as on Wildish Theater
- Require detailed facade design for buildings facing Main Street and urban open spaces
- Permitted materials palette is limited to those that predominate in existing Main Street buildings
- Permit pedestrian-scaled signage
- Limit signage to storefront and podium zones
- Limit signage and building illumination

Commercial retail and services, including restaurants

Attachment 2, Page 11 of 54

DRAFT

Attachment 2, Page 12 of 54

D3 - Downtown Flex Zone

Description

D3 – Downtown Flex Zone is defined as all the blocks within the Downtown Development Standards project Study Area which are not within the D1 or D2 Subareas. The Study Area for the Downtown Development Standards project is bounded by, on the north, C Street (west of Pioneer Parkway) and the Washburne Historic District southern boundary (east of Pioneer Parkway); on the east, 10th Street; on the west, Island Park, and on the south, a line north of the Southern Pacific Railroad tracks (east of Pioneer Parkway East/ South 3rd Street) and South Mill Street (west of Pioneer Parkway East/ South 3rd Street). It is approximately 18 blocks.

It was identified as an area of minimal change in the DDUDP, meaning that many sites were not targeted for new development, particularly the blocks toward the north of the study area, within or near the Washburne Historic District (the DDUDP included potential buildout concepts for a number of blocks within the Washburne Historic District). Buildout scenarios depicted by the DDUDP were mostly infill of lots on already developed blocks, or redevelopment of existing uses on the same site, such as a new library, or a new city hall.

The DDUDP approach to building height and bulk was to require a minimum number of stories and a minimum building height (2 stories and 25 feet).

Key plan showing location of Subarea D3

Regulatory Approach

The recommended regulatory approach for this area is, rather than requiring a minimum number of stories, to only require a minimum building height of 25 feet for urban form purposes, and permit flexibility for how it is achieved. One-story or two-story buildings would be permitted as long as they meet the minimum height for the buildings and the minimum height for ground floor construction where it is required. The maximum permitted height of buildings is proposed to remain at 90 feet.

The minimum lot size will be reduced from 6,000 square feet to 2,500 square feet, acknowledging that much of the new development in this area will be incremental and on a lot-by-lot basis. The predominant downtown Springfield lot is 50 or 70 feet wide by 120 feet deep, or 6,000 to 8,400 square feet, but there are a significant number of small lots that are 2,500 square feet or smaller which would be able to redevelop immediately upon adoption of the new standards.

Principles

Use Mix

- Downtown retail, service, cultural and entertainment uses
- Medium to high density
- Commercial retail and services (restaurants, etc.)
- Civic and cultural uses
- Small businesses encouraged through live-work and home occupation

Building Siting and Massing

- Encourage incremental infill development of small lots
- Encourage transition in scale, height and bulk of buildings, especially closer to the Washburne Historic District edge
- Require service access and loading to locate at the center of the blocks, from the alley
- Vertical mixed use buildings are encouraged, but not required

Façade and Edge Treatment

- Promote new buildings that incorporate Main Street building patterns, such as corner entries, storefront bulkhead and building cornice
- Permit contemporary architectural treatment
- Permit encroachments into the right of way, such as bay windows, balconies and entry overhangs
- Require detailed facade design for buildings facing Main Street

DRAFT

- Permitted materials palette is broader than on Main Street, including wood and metal
- Permit pedestrian-scaled signage
- Limit signage to storefront and podium zones
- Limit signage and building illumination

Neighborhood-serving retail and services

Medium-density residential

Live-work units

Attachment 2, Page 13 of 54

DRAFT

Figure 1 | **Downtown Subareas Plan**

Legend

	D1 – Mill Plaza / Island Park District		Washburne Historic District Edge	36	Block Number
	D2 – Downtown Center	15	Urban Open Space		
	D3 – Downtown Flex Zone				

Table 1 | Development Standards for Downtown Subareas

	D1 – Mill Plaza / Island Park District	D2 – Downtown Center	D3 – Downtown Flex Zone
Minimum Lot / Parcel Size	6,000 square feet		2,500 square feet
Lot / Parcel Coverage	No maximum		
Front Yard	0 feet (2)		
Side Yard	0 feet		
Rear Yard	0 feet		
Minimum Building or Podium Height	45 feet or 3 stories, minimum, required		25 feet, minimum, required
Maximum Building Height	120 feet	90 feet	
Height of Required Street-Facing Step Back	Not applicable	45 feet, maximum	Not applicable
Depth of Required Street-Facing Step Back	Not applicable	10 feet minimum from Build-to Line	Not applicable
Height of Required Side Yard Step Back	Not applicable	45 feet maximum	45 feet, maximum (3)
Depth of Required Side Yard Step Back	Not applicable	5 feet from side lot line, minimum	5 feet from side lot line, minimum
Minimum Tower Floor Plate	Residential: 12,000 square feet Commercial: 35,000 square feet		

(1) As shown on Figure 1 – Downtown Subareas

(2) See Section 3 Building and Landscape Frontage Types for additional requirements and options

(3) Applicable to lots or parcels 6,000 square feet or larger

Downtown Subareas | **Definitions**

The Downtown Development Standards rely on existing code definitions in the Springfield Development Code as well as new code definitions and concepts. Both are listed below in alphabetical order to guide understanding of the development standards. Definitions from the Springfield Development Code appear in italics.

ACCESSWAY mean a dedicated easement or right-of-way intended to allow pedestrians and bicyclists convenient linkages, where no public street access exists, to streets, residential areas, neighborhood activity centers, industrial or commercial centers, transit facilities, parks, schools, open space, or trails and paths.

ALLEY means a service way providing means of public access to abutting property and not intended for general traffic circulation.

BLOCK means an area of land containing one or more lots/parcels surrounded by streets, railroad rights-of-way and/or un-subdivided acreage.

BUILDING means any structure used or intended for sheltering any use or occupancy.

BUILDING HEIGHT means the vertical distance above a reference datum measured to the highest point of the coping of a flat roof, to the deckline of a mansard roof, or to the average height of the gables of a pitched or hipped roof. The maximum height of a stepped or terraced building is the maximum height of all segments of that building. The reference datum is, which either of the following of the 2 measurements that results in the greater building height (refer also to Figure 6.1-A):

The reference datum is the lowest grade when the highest ground surface within a 5-foot horizontal distance of the exterior wall is not more than 10 feet above the lowest grade.

The reference datum is 10 feet higher than the lowest grade when the ground surface described in A, above is 10 feet above the lowest grade.

BUILDING HEIGHT, MINIMUM applies to new residential, office, retail commercial and mixed-use buildings. It does not apply to existing buildings, or to buildings with less than 1,000 square feet of gross floor area. For the purpose of the Downtown Development Standards, Minimum Building Height is regulated in conjunction with Minimum Podium Height, where in Subareas D1 and D2 the minimum podium height is the same as the minimum building height.

BUILD-TO LINE means a line parallel to the property line that prescribes a consistent plane of building façades along a public street and in certain circumstances, alley frontages. The build-to line provides predictable results in the urban form by requiring a set location for the buildings as opposed to the range of possible locations that a minimum setback allows. The build-to line can be adjusted by utilizing maximum building setbacks.

For the purpose of the proposed Downtown Development Standards, the BUILD-TO LINE means the line up to which buildings or landscaping must be constructed.

CITY BLOCK AREA or CITY BLOCK means the area located within the perimeter of the city block described by a line extending along the outside of the lots and across the ends of the alley that comprise the city block.

CONNECTION, THROUGH BLOCK means a grade level pedestrian, cycling, or vehicle access route that is accessible to the public and extends through a city block, and includes but is not limited to a pedestrian walkway, a street, or an access route through public or private land.

CONNECTOR, MID-BLOCK means a narrow street and/or a bicycle/pedestrian corridor not less than 20 feet in width that reduces larger blocks to more walkable dimensions (250 to 350 feet maximum). A mid-block connector may be a public right-of-way or privately owned and may include active use frontages with overlooking windows and pedestrian-level lighting. Limited service or parking access to the interior of a block is encouraged. On-street public parking may be provided, where feasible. Sidewalks may be located on each side of a two-way street or on one side for a one-way street. A non-vehicular connector shall be designed as a "24-7" publicly accessible bicycle/pedestrian way.

DEVELOPMENT APPROVAL means approval granted by the Director for a development which is in

compliance with this Code and the Metro Plan and precedes the issuance of a Building Permit.

DEVELOPMENT AREA means the area subject to any application required by this Code.

DEVELOPMENT SITE means a single site created for the purpose of development. It may include lots which have been consolidated into a new larger lot.

DOWNTOWN EXCEPTION AREA means an area defined by the Willamette River on the west, 8th Street on the east, the alley between north B and north C Streets on the north, and a line north of the Southern Pacific Railroad tracks on the south.

DOWNTOWN PLANNING AREA means the area under the jurisdiction of the Springfield Downtown Refinement Plan that includes Springfield's traditional Downtown area and the Booth-Kelly redevelopment area.

DRIVEWAY, JOINT USE means a driveway serving 2 or more properties.

FRONT YARD or FRONT STREET FACING SETBACK regulates the minimum distance required between the building and the front lot line or build-to line.

GROSS FLOOR AREA means the total floor area of a building including areas used exclusively for the service of a building; for example: mechanical equipment spaces and shafts; elevators; stairways; escalators and ramps; public restrooms; and enclosed loading docks or ramps.

JOINT USE ACCESS AGREEMENT means a legally binding agreement between 2 or more property owners describing the rights and responsibilities of each owner regarding the use of a shared access to a public street.

LIVE/WORK UNIT means an integrated dwelling unit and working space that is occupied and utilized by a single housekeeping unit in a structure that has been modified or designed to accommodate joint residential occupancy and work activity. The live/work unit shall include complete kitchen and sanitary facilities in compliance with applicable building standards. The working space shall be reserved for and regularly used by one or more occupants of the unit (e.g., professionals, entrepreneurs, and artists), in addition to any other employees. The commercial/employment use shall be allowed only as permitted by the applicable zoning district.

LOT/PARCEL FRONTAGE means that portion of a lot/parcel which abuts a street. For the purpose of determining yard requirements, all sides of a lot/parcel abutting a street is considered frontage.

LOT/PARCEL, MINIMUM AREA OF means the smallest lot/parcel area established by this Code on which a use or structure may be located in a particular district.

MAXIMUM BLOCK LENGTH regulates the maximum distance of the long edge of a city block bounded by streets, measured from the lot line of the lot at one end of the block to the lot line of the lot at the other end of the block. Maximum block length is often combined with the maximum perimeter of the city block, measured along the outside of the lots and the ends of the alley that comprise the block. The perimeter includes the sum of the front lot lines, exterior side lot lines and the width of each alley entrance. Maximum block length applies to the creation of new streets and blocks.

MAXIMUM BUILDING FLOOR PLATE regulates the maximum area of a single story of the building portion above the podium.

MAXIMUM TOWER FLOOR PLATE regulates the maximum area of a single story of the tower.

MID-BLOCK CONNECTOR – See CONNECTOR, MID-BLOCK

PODIUM means the continuous projecting base of a building, distinct from the tower or other portions of the building.

PARCEL includes a unit of land created by partitioning land as defined in ORS 92.010 that is in compliance with this Code and in the case of Property Line Adjustments, properties created by deed or land sales contract, if there were no applicable planning, zoning, or partitioning ordinances or regulations. A Parcel does not include a unit of land created solely to establish a separate tax account.

PEDESTRIAN WAY means a paved right-of-way through a block to facilitate pedestrian access to adjacent streets and properties.

REAR YARD SETBACK regulates the minimum width of the Rear Yard.

REQUIRED RETAIL OPPORTUNITY AREA

means building frontage in conformance with the requirements for the applicable Building and Landscape Frontage Type. Ground floors must meet fire ratings standards for commercial buildings.

SIDE YARD SETBACK regulates the minimum width of the Side Yard.

STANDARD means a measure of physical attributes and/or policy conformance which shall be satisfied in order to allow a proposed land use or development to be established or modified.

STEP BACK means an upper façade of a building that is recessed or set back from the lower façade of the building. For the purpose of the Downtown Development Standards, the step back requirement applies to street-facing façades (Street-Facing Step Back) and side yards (Side Yard Step Back).

STREET means a public street, not including an alley.

STREET means any roadway and associated right-of-way that provides access to one or more lots/parcels and that is part of the city-wide street system.

STREET-FACING BUILD-TO LINE means a build-to line adjacent to a public street.

STREET FRONTAGE means the portion of the site adjacent to a public street.

STREET TYPE means a set of requirements applicable to a designated street, which requirements may include, but are not limited to, right of way width, travel lanes, sidewalks width, planting strips, and role in the street network.

STORIES OR STORY means that portion of a Building, which is situated between the top of any floor and the top of the floor next above it. If there is no floor above, the story is the portion of the building that is situated between the top of any floor and the ceiling above it. A story is defined as having a vertical distance of less than 15 feet, and for any portion of a story that exceeds 15 feet the building shall be defined to have an additional story for every 15 feet.

THROUGH BLOCK CONNECTION – See CONNECTION, THROUGH BLOCK

TOWER means a building or a portion of a building located on top of a podium, with the height of the tower extending from the top of the podium to the top of the building. A tower is also defined as a building, or portion of a building, high in proportion to its lateral dimensions.

URBAN OPEN SPACE means a plaza, a square, a pocket park or a forecourt, as described in Section 4 –Open Space Typology.

Table 2 | **Development Standards for Washburne Historic District Edge**

	At Street-Facing Edge	At Alley-Facing Edge	Abutting a Side Lot
Setback	See Table 1 – Development Standards for Downtown Subareas	10 feet minimum	10 feet minimum Additional setback of 10 feet maximum at 40 feet minimum distance from Build-to Line
Height of Required Stepback	See Table 1 – Development Standards for Downtown Subareas	35 feet minimum	25 feet minimum
Stepback	See Table 1 – Development Standards for Downtown Subareas	10 feet, minimum	30 feet from side lot line
Height of Additional Required Stepback	NA	65 feet, minimum	
Additional Stepback	NA	10 feet, minimum	

Washburne Historic District Edge | **Definitions**

The southern boundary of the Washburne Historic District forms the northern edge of the Springfield Downtown Development Standards study area. The edge where the Downtown and the Washburne Historic District meet is a meandering line approximately north of B Street. The boundary skirts the edge of tax lots and contributing structures, falling on the street centerline, along alleys and along side lots. The boundary runs next to a few "non-contributing" and "not eligible " properties that are nonetheless part of the larger National Register of Places-recognized district.

Within the Downtown Development Standards study area, maximum building height is currently ninety feet and is not proposed to change within the two abutting Subareas, D1 and D2. That means that, on the downtown side of the boundary, a new building may cover the entire lot, with zero setback, and rise as much as ninety feet. On the historic neighborhood side of the boundary are historic structures of traditional residential form, with yards on all sides, rising at most two- to two-and-one-half stories; at most 40 feet. The abrupt difference in scale is mitigated when there is more horizontal distance between the two types of structures: across a street or alley a more gradual transition is possible than when a tall structure sits on the very next lot.

The goal of the Washburne Historic District Edge Standards therefore, is to acknowledge each type of edge (street, alley, side lot) and ensure that there is adequate space for a transition between the potentially tall downtown structures and the historic neighborhood structures.

The recommended regulatory approach is to employ the horizontal distance of a street, an alley, or a side lot line, along with new standards for setbacks and step backs, to create a zone in which massing can gradually transition from tall to small.

The proposed transition requirements may make it difficult—and for small lots impossible—to develop to the full permitted ninety-foot height, but through consolidation of lots development will be more possible and the transition will be easier to ensure; the larger the lot, the easier it will be to provide a gradual transition.

Where Subarea D2 abuts the historic district, lots are required to be 6,000 square feet minimum. In Subarea D3, lots are permitted to be a minimum of 2,500 square feet. As a result of the proposed Washburne edge regulations, lots neighboring the historic edge may need to be consolidated before they can take advantage of the permitted ninety-foot height.

Below is a summary of each edge condition and the new regulations which are detailed in Table 3.

Street-Facing Edge

The street-facing edge provides the greatest horizontal distance between districts, and new buildings across the street from the historic edge need only meet the requirements in Table 1 – Development Standards for Downtown Subareas.

Alley-Facing Edge

The alley-facing edge provides some horizontal distance but in addition to the requirements of Table 1 – Development Standards for Downtown Subareas, new downtown structures must provide a greater setback and two upper level step backs.

Abutting a Side Lot

When a new downtown structure sits beside the historic district, on a side lot, in addition to the requirements of Table 1 – Development Standards for Downtown Subareas, a setback and a step back must be provided.

DRAFT

Attachment 2, Page 21 of 54

2 | DOWNTOWN BUILDING FRONTAGE AND FAÇADE DESIGN BY STREET TYPE

Guiding Principles for Building Frontage and Façade Design

Main Street (Street Edge Type A)

- Expand and improve Springfield's Main Street and unique, historic character
- Require high quality retail space on ground floor of buildings
- Build on the Springfield storefront design patterns such as corner entries, transom windows
- Façade design requirements adhere to Springfield traditional storefront patterns, while encouraging contemporary architectural style
- Limit materials palette to traditional main street storefront such as masonry at the ground floor
- Limit sign types to those that are pedestrian-scaled, such as blade signs and under-awning signs

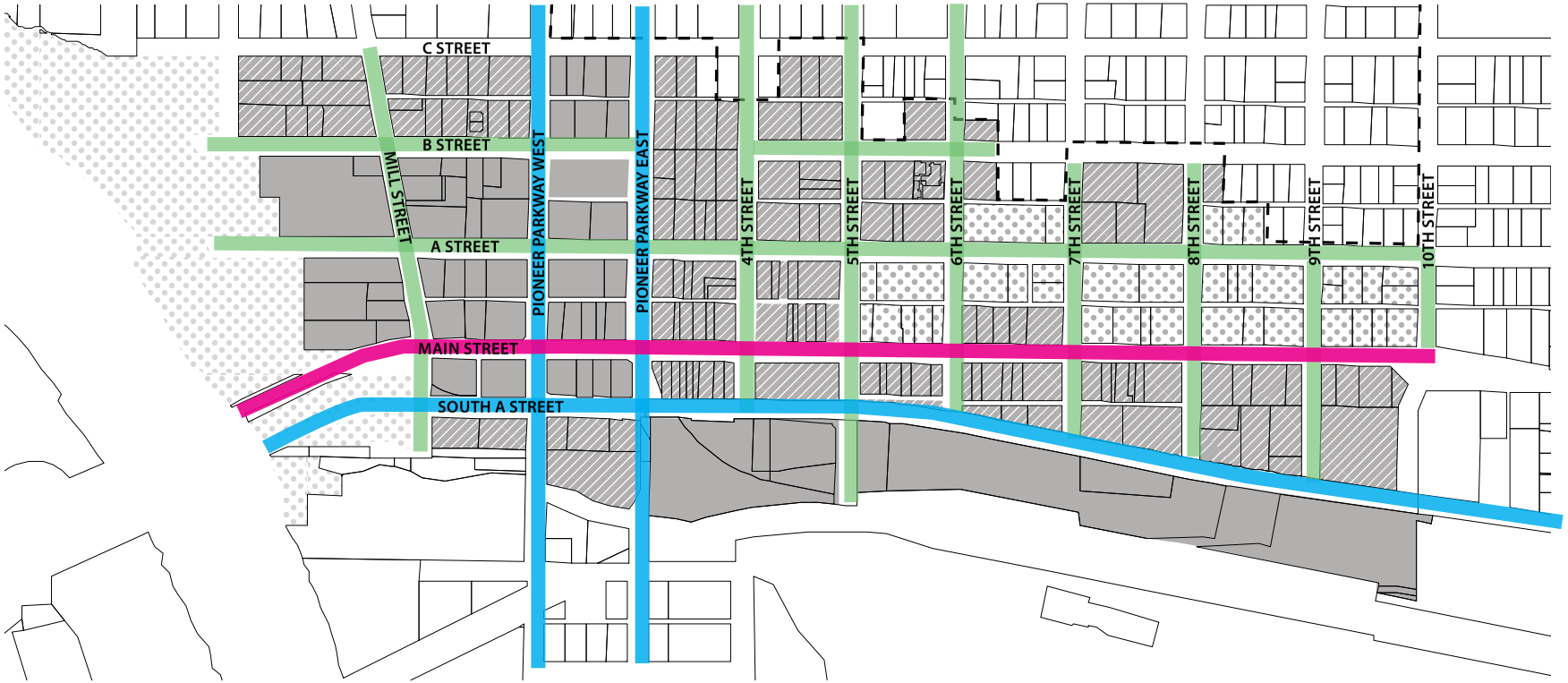
South A Street, Pioneer Parkway West and Pioneer Parkway East (Street Edge Type B)

- Some of the biggest blocks in downtown Springfield and potentially the site of the largest buildings in downtown
- In keeping with degree of new development this area will see, promote a "new" downtown Springfield character
- Permit a broad materials palette
- Contemporary architecture
- Signs permitted to be bigger, third party-sponsored
- Liberal building and sign illumination permitted

All Other Streets (Street Edge Type C)

- Promote downtown Springfield background fabric of small lots, fine-grained modest architecture
- Encourage infill development
- Acknowledge that incremental infill development may not entirely conform to new development standards
- Permit creative adaptation of development standards to smaller-scale development
- Permit partially nonconforming building forms to encourage improvement
- Require gradual compliance
- Materials palette expanded beyond that which is permitted on Main Street, including wood and metal

Figure 2 | **Building Frontage and Façade Design Plan**



Legend

- Street Edge A
- Street Edge B
- Street Edge C

Table 3 | **Development Standards for Building Frontage and Façade Design**

	Street Edge A Applies to Main Street and buildings facing Urban Open Space	**Street Edge B** Applies to South A Street, Pioneer Parkway West and Pioneer Parkway East	**Street Edge C** Applies to all other streets within the Downtown Planning Area
Minimum Building or Landscape Frontage Along Street-Facing Build-to Line	100%		
Building or Landscaped Frontages Permitted at Build-to Line	Urban Retail 1	Urban Retail 1 Urban Retail 2 Urban Residential Urban Landscape 1 Urban Landscape 2 Urban Landscape 3	
Signage Type Permitted	Awning Blade, horizontal Blade, vertical Under-canopy Window	Awning Blade, horizontal Blade, vertical Building top Fascia Freestanding Under-canopy	Awning Blade, horizontal Blade, vertical Under-canopy Window
Vehicular access	Driveways are not permitted on Main Street	Driveways permitted except where noted Minimum 40 feet separation from intersection Maximum average 1 driveway per 100 feet of block frontage Maximum width, 24 feet	

Building Frontage and Façade Design | **Definitions**

The Downtown Development Standards rely on existing code definitions in the Springfield Development Code as well as new code definitions and concepts. Both are listed below in alphabetical order to guide understanding of the development standards. Definitions from the Springfield Development Code appear in italics.

BUILDING AND LANDSCAPE FRONTAGE TYPES PERMITTED regulates the type of Building and Landscape Frontage Type permitted on a lot.

COURTYARD means an open area partially or fully enclosed by buildings or other walls.

FORECOURT means an open area forming an entrance plaza for a single building or several buildings in a group.

FRONTAGE shall be defined as the linear distance between the centerlines of the perpendicular lot lines.

FRONTAGE ENCROACHMENT means a portion of the building which projects beyond the front lot line, into the Right of Way, such as a ground floor canopy or arcade, or an upper story balcony.

FRONTAGE TYPE, BUILDING OR LANDSCAPE means a set of combined development standards intended to produce a cohesive building façade and ground floor design appropriate for a given street type.

FRONTAGE TYPE REQUIREMENTS ON PERPENDICULAR STREETS –The same Building or Landscape Frontage Type selected for the Street Type frontage shall be built to the perpendicular street along its build to line for a minimum of 100 feet from the corner or the lot depth (or width), whichever is shorter.

GROUND FLOOR means the story of a building where the floor of the story is at or nearest to the level of the ground around the building.

GROUND FLOOR HEIGHT MEASUREMENT – If a minimum ground floor height is required, with a specific minimum floor to ceiling measurement, the ceiling shall be considered as the bottom of joists, rafters or supporting structure of the roof or floor structural system above; the floor shall be considered as the highest point of any flooring system. The ceiling does not include any non-structural ceiling surface materials such as suspended acoustical tile. Projections such as pendant lighting, exposed mechanical ducting, exposed electrical or communication raceways, or the bottom chord of structural trusses may extend below the ceiling and shall not be included in the floor to ceiling measurement.

LOW WALL means a low structure, usually less than 3 feet high, which serves to enclose or subdivide outdoor space, presenting a continuous surface, except where penetrated by walkways. The Low Wall is usually masonry, stone or concrete, but can be metal, wood or a combination of materials.

MINIMUM BUILDING OR LANDSCAPE FRONTAGE ALONG STREET-FACING BUILD-TO LINE regulates the minimum percentage of the front setback line (Build To Line) that shall be occupied by a Building or Landscape Frontage. The front setback line is the line extending across the front of the lot at the front setback distance.

MINIMUM BUILDING DEPTH – Where specified, buildings must be a minimum of 40 feet deep in order to accommodate retail uses on the ground floor.

PORCH means a structure attached to a building to shelter an entrance or to serve as a semi-enclosed space; usually roofed and generally open-sided; although it may be enclosed through the use of screens, glass or partial walls.

STOOP means a platform or small porch, usually up several steps, at the entrance to a building, usually a dwelling or dwellings.

TERRACE means a flat roof or a raised space or platform adjoining a building, or an embankment with a level top. A terrace is open to the sky and larger than a balcony, and may be above or below grade level.

RIGHT-OF-WAY means land acquired by purchase, reservation, dedication, forced dedication, prescription or condemnation intended to be occupied by a street,

crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary/storm sewer and other similar facilities.

TRANSPARENCY – The windows required for each Building Frontage Type shall be comprised of transparent, non-reflective, non-tinted, non-obscured glazing. Transparency shall be measured according to figure 3.

THRESHOLD means the area of floor beneath a door, where two types of floor materials meet; or the entrance to a building.

TRELLIS means an open grating or latticework overhead, of either metal or wood, and the supporting columns and framework.

URBAN FENCE means an open framework screen or fence, of either metal, wood, masonry or a combination, usually no more than 4 feet high, which serves to enclose or subdivide outdoor space, presenting a semi-transparent surface, except where penetrated by walkways.

VEHICULAR ENTRANCES regulates the location and proximity of driveways to each other.

VEHICULAR ENTRANCE WIDTH regulates the maximum width of driveway entrances, measured at the widest point of the dropped curb for the entrance.

Figure 3 | **Transparency Calculation**

(total width of facade) x (storefront zone height) = overall facade area

Transparency is calculated by dividing the total window area (shown in blue) by the overall facade area.

Overview of Building and Landscape Frontage Types

Urban Retail Building Frontage 1

A Linear Building Frontage 1 is characterized by a façade that is built up to the Build To Line. The building entrance is at sidewalk grade, except where there are ground floor residential uses. Linear Building Frontages have substantial glazing on the ground floor, and, where required, provide awnings or canopies cantilevered over the sidewalk. Building entries must either provide a canopy or awning and/or be recessed behind the front building façade.

Urban Retail Building Frontage 2

Urban Retail Building Frontage 2 shall be created by recessing a portion of the façade for a portion of the building frontage. Urban Frontage 2 shall be used in conjunction with the Urban Retail Building Frontage 1. Urban Frontage 2 is suitable for commercial or residential uses. Urban Retail Building Frontage 2 may be suitable for gardens and/or outdoor seating.

Urban Residential Building Frontage

Urban Residential Building Frontage is characterized by a façade which is set behind the Build To Line and a building entry threshold, such as a porch or terrace, set between the building and the Build To Line. The threshold may be elevated above grade. The building entry is accessed from this threshold. Landscaping may be provided in the setback area between the building and the sidewalk. A Porch-Stoop Building Frontage is suitable for residential uses and service commercial or office uses.

Landscape Frontage 1

Landscape Frontage 1 is low masonry or concrete wall and overhanging trellis structure.

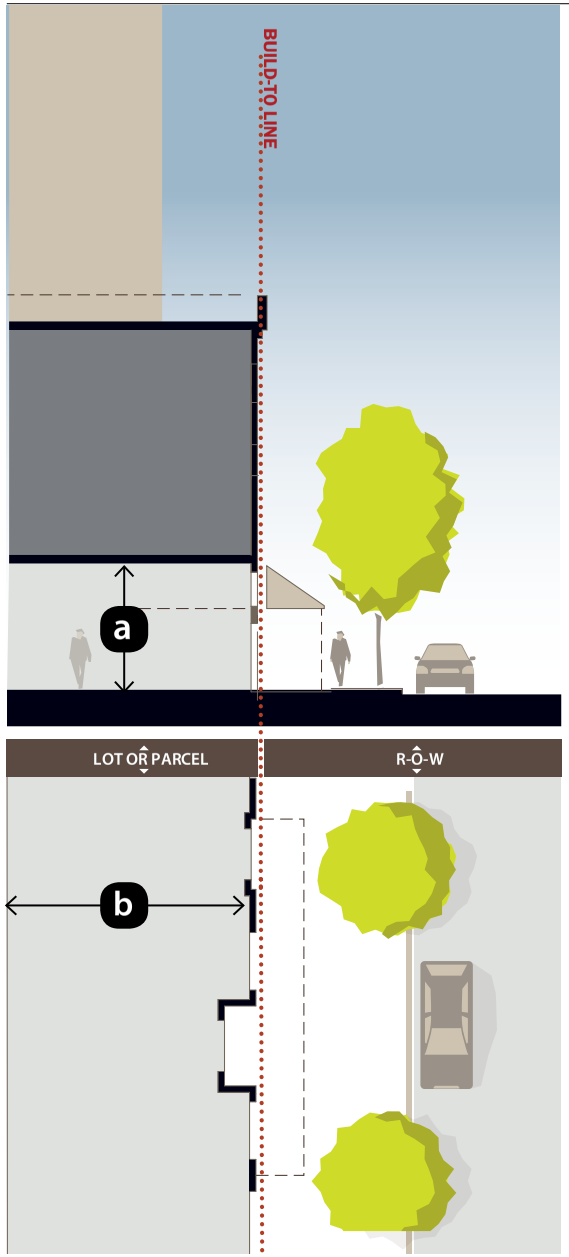
Landscape Frontage 2

Landscape Frontage 2 is an open framework wall or fence of either metal, wood, masonry, or a combination.

Landscape Frontage 3

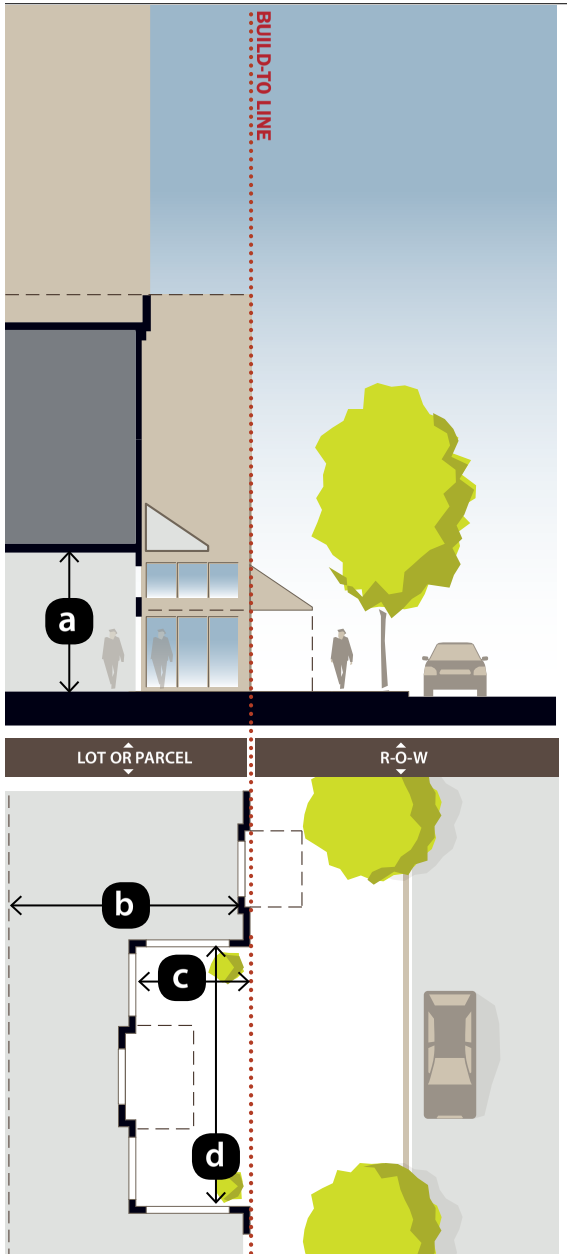
A Landscape Building Frontage, as set out in Figure 16.24.070-4, is set back from the Build To Line by a wide landscaped strip between the building and the sidewalk. This frontage type is appropriate along streets where the existing streetscape may not be conducive to pedestrian-oriented ground floor retail or residential, such as where there is no on-street parking or where streets are very wide. Ground floor entries must still be provided along and connected to the sidewalk.

Urban Retail Building Frontage 1



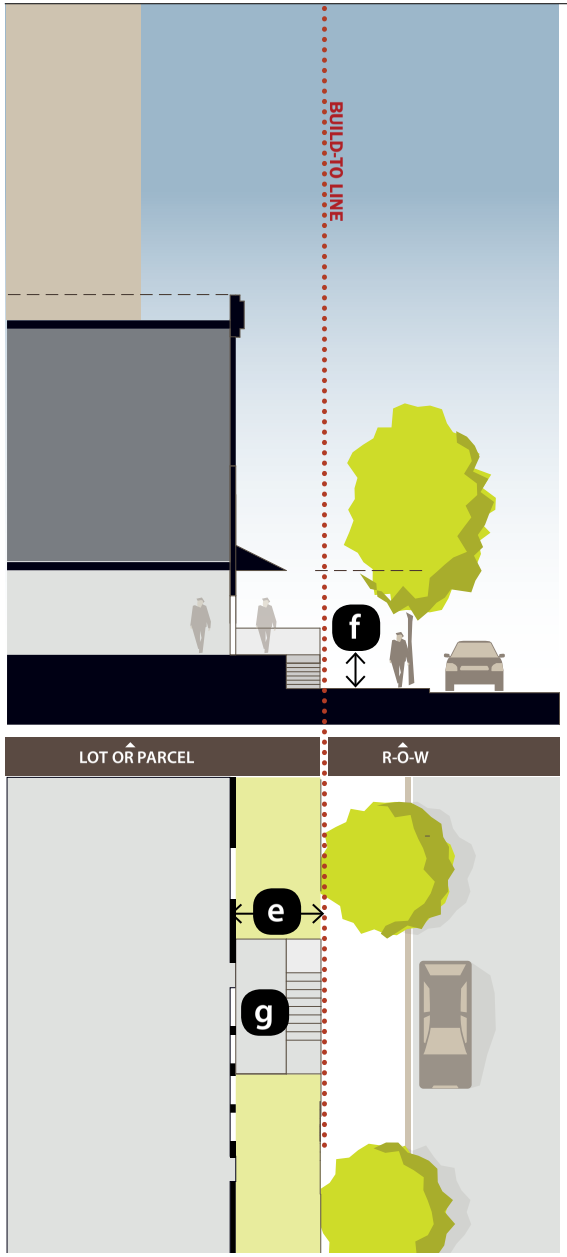
		Urban Retail 1
a	**Minimum Ground Floor Height**	18 feet
b	**Minimum Ground Floor Depth**	40 feet
	Ground Floor Construction	1hour fire resistive
	Separation of Ground Floor Residential Uses	Vertical distance from ground: Minimum 18 inches; Maximum 3 feet Horizontal distance from Build To Line: Minimum 3 feet; Maximum 15 feet
	Building Setback from Build-to Line	0 feet

Urban Retail Building Frontage 2



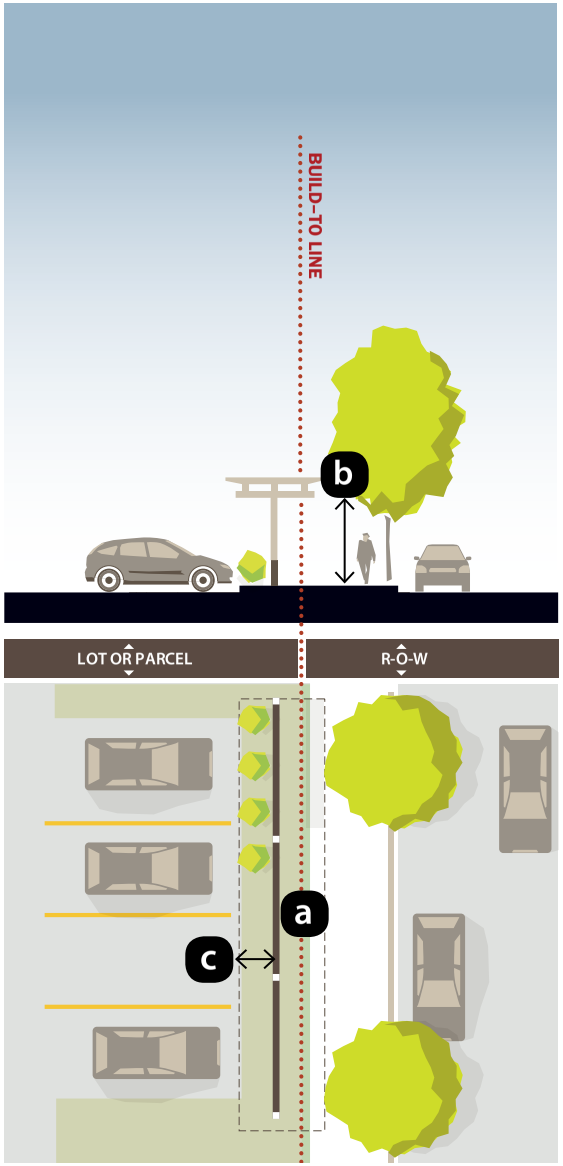
a	**Minimum Ground Floor Height**	18 feet
b	**Minimum Ground Floor Depth**	40 feet
	Ground Floor Construction	1hour fire resistive
	Separation of Ground Floor Residential Uses	Vertical distance from ground: Minimum 18 inches; Maximum 3 feet Horizontal distance from Build To Line: Minimum 3 feet; Maximum 15 feet
	Building Setback from Build-to Line	See Forecourt Depth 0 feet for all building faces that are not part of the courtyard
c	**Forecourt Depth from Build-to Line**	Setback: 10 feet minimum; 30 feet maximum. Required Stepback shall match Forecourt maximum depth (See table xx)
d	**Forecourt Width**	Setback: 10 feet minimum; 30 feet maximum
	Forecourt Frontage	The Forecourt Façade shall incorporate the Urban Retail 1 standards for one side of the forecourt and all building faces that are not part of the courtyard.
	Fence	No greater than 3 feet in height; min. 20% transparent

Urban Residential Building Frontage



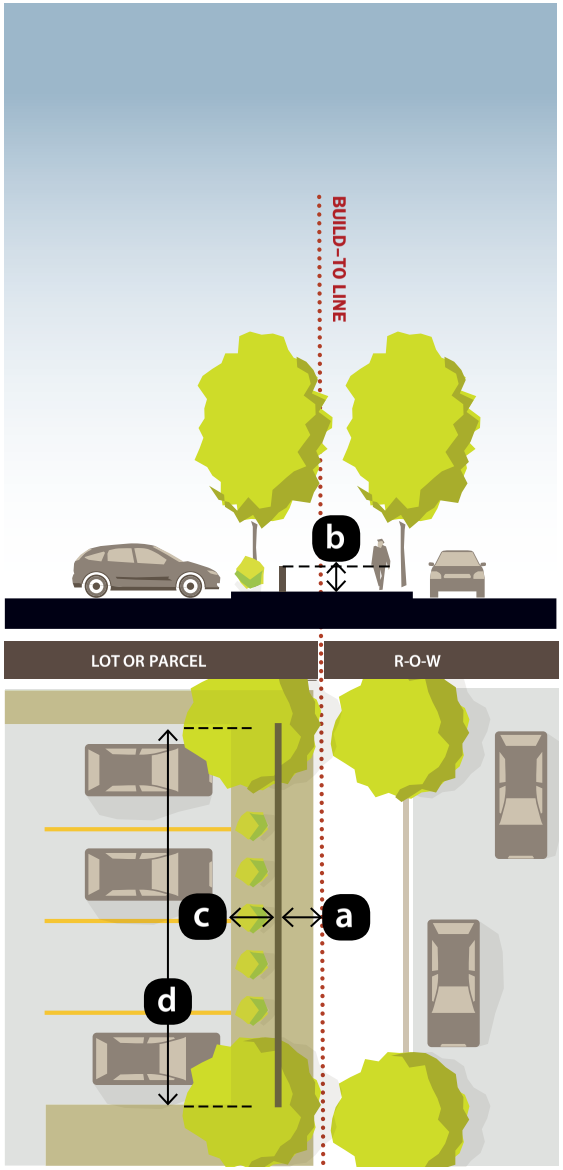
	Separation of Ground Floor Residential Uses	Vertical distance from ground: Minimum 18 inches; Maximum 3 feet Horizontal distance from Build To Line: Minimum 3 feet; Maximum 15 feet
	Building Setback from Build-to Line	Minimum 5 feet Maximum 15 feet
e	**Threshold Depth**	Minimum 4 feet
f	**Threshold Height Above Grade**	Maximum 5 feet
g	**Threshold Area**	Maximum 150 square feet per building entry

Landscape Frontage 1



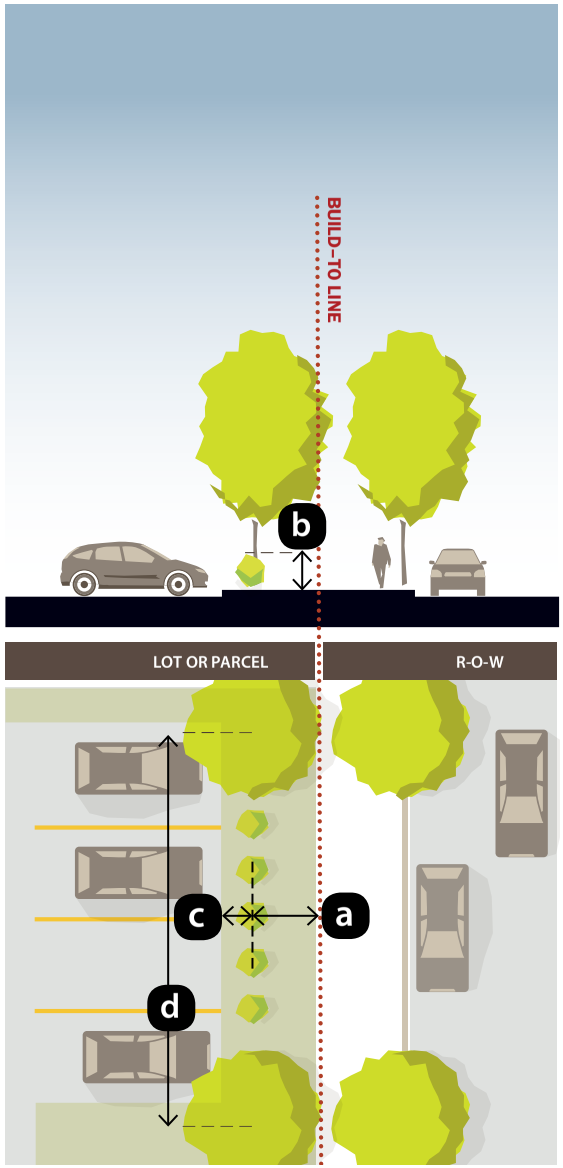
a	**Vertical Landscaping or Structure Setback from Build-to Line**	5 feet maximum
b	**Height of Structure or Planting**	The underside of the Trellis portion of a Low Wall and Trellis shall be a minimum of 8 feet above grade and a maximum of 14 feet above grade. The Low Wall portion of a Low Wall and Trellis shall be a minimum of 1.5 feet and a maximum of 3 feet and have a minimum depth of 1.5 feet.
	Materials	The Trellis shall be heavy timber or steel (or a similar material) and shall consist of open structure with no decking or awning material. The Trellis shall have masonry, heavy timber, or steel (or similar metal) supporting columns spaced no more than 30 feet on center. The Low Wall shall be wood, masonry, and/or concrete.
	Openings	Openings in the Low Wall and Trellis are allowed for pedestrian pathways, sidewalks, plazas, and driveways.
c	**Surface Parking setback**	Surface Parking shall be set back a minimum of 3 feet from the Low Wall and Trellis.
	Ground Cover and Planting	The area between the Build-to Line and the Trellis shall be hardscaped with either masonry pavers or stamped concrete. The setback between the Low Wall and surface parking shall be planted with low shrubs, groundcover, and climbing plants.

Landscape Frontage 2



a	**Vertical Landscaping or Structure Setback from Build-to Line**	5 feet maximum
b	**Height of Structure or Planting**	The fence or the wall shall be at least 2 feet high and no more than 3 feet high.
	Materials	Walls shall be wood masonry, and/or concrete; fences shall be made of wrought iron, steel, or a similar material (but not chain-link) and must be dark in color. Fences may be no more than 50% sight obscuring.
	Openings	Openings in the Urban Fence or Wall are allowed for pedestrian pathways, sidewalks, plazas, and driveways.
c	**Surface Parking setback**	The surface parking area shall be set back, at a minimum, an additional 5 feet to provide room for required landscaping and stormwater infiltration and/or retention.
d	**Tree Spacing**	In addition to the required fence or wall, trees and shrubs shall be provided. One large tree is required every 30 linear feet minimum. The shrubs shall be at least as high as the wall or fence, and shall be no more than 6 feet high.
	Ground Cover and Planting	The area between the Build-to Line and the Urban Fence or Wall shall be hardscaped with either masonry pavers or stamped concrete. Ground cover plants must fully cover any remaining landscaped area between the parking area and the Urban Fence or Wall.

Landscape Frontage 3



a	**Vertical Landscaping or Structure Setback from Build-to Line**	5 feet maximum
b	**Height of Structure or Planting**	The shrubs shall be a minimum of 3 feet high. If a low wall is provided in place of shrubs it shall be a minimum of 3 feet high.
	Materials	The surface parking area shall be screened with a continuous row of hedges or shrubs immediately adjacent to the parking area, except where there is a driveway. Shrubs must be mostly opaque year round. A low wall may be substituted for the shrubs but the trees and groundcover plants are still required.
	Openings	Openings in the Setback are allowed for pedestrian pathways, sidewalks, plazas, and driveways.
c	**Surface Parking setback**	10 feet minimum
d	**Tree Spacing**	In addition to the required shrubs, one large tree is required every 30 linear feet. The shrubs/hedge shall be interrupted with a gap of up to 2 feet wide in order to accommodate trees.
	Ground Cover and Planting	Ground cover plants must fully cover any remaining landscaped area between the parking area and the Urban Fence or Wall.

Table 4 | Development Standards Table for Façade Design by Street Type

	Street Edge A Applies to Main Street and buildings facing Urban Open Space	**Street Edge B** Applies to South A Street, Pioneer Parkway West and Pioneer Parkway East	**Street Edge C** Applies to all other streets within the Downtown Planning Area
Building shall provide weather protection at primary entrance	Weather protection shall comply with **at least one** of the following options: ☐ Building shall provide awning or canopy 50 square feet minimum. 5 feet minimum depth from face of façade; 10 feet vertical clearance. Awning shall be flat or simple shed form and shall be metal, glass or canvas; fixed or retractable. ☐ Building shall provide recessed entry that is 50 square feet minimum. Entrance shall be a maximum of 5 feet from build-to line; 10 feet vertical clearance.	Weather protection shall comply with **at least one** of the following options: ☐ Building shall provide awning or canopy 20 square feet minimum. 5 feet minimum depth from face of façade; 10 feet vertical clearance. Awning shall be flat or simple shed form and shall be metal, glass or canvas; fixed or retractable. ☐ Building shall provide recessed entry that is 20 square feet minimum. Entrance shall be a maximum of 4 feet from build-to line; 10 feet vertical clearance.	
Primary entry doors shall be visible	Primary entry door shall face street or corner; 40% transparent minimum. See figure 3 for transparency calculation.	Primary entry door shall face street or corner; 20% transparent minimum. See figure 3 for transparency calculation.	
Building shall engage the corners	Building shall engage with the corner by complying with **at least one** of the following options: ☐ Building shall have a corner entrance with chamfered corner at the first floor and shall have an entry consisting of transparent entry (see primary entry door visibility requirements) with glass side panels, minimum width 18 inches, each side. ☐ Building shall have recessed bay at corner for 10 feet minimum, each side and shall have corner entrance. ☐ Building shall have awning at corner that wraps a minimum of 10 feet each side. Awning shall have 5 foot depth from face of facade. Transparency shall be a minimum of 60% for the length of the awning.		

Table 4 | Development Standards Table for Façade Design by Street Type, continued

	Street Edge A Applies to Main Street and buildings facing Urban Open Space	**Street Edge B** Applies to South A Street, Pioneer Parkway West and Pioneer Parkway East	**Street Edge C** Applies to all other streets within the Downtown Planning Area
Building shall engage the sidewalk with transparent windows	60% minimum ground floor transparency. See figure 3 for transparency calculation.	30% minimum ground floor transparency* See figure 3 for transparency calculation.	
New buildings shall be compatible with existing adjacent buildings	Building shall meet compatibility requirement by complying with **at least two** of the following options: ☐ Bulkhead height shall align with bulkhead height of adjacent building. ☐ Transom window height shall align with transom window height of adjacent buildings. ☐ Cornice lines shall align with the cornice lines of adjacent buildings.		
Building shall differentiate first floor from floors above	Building shall differentiate the ground floor by complying with at least one of the following options: ☐ First floor façade material shall be different from façade material of floors above ☐ First floor color shall be different from color of floors above ☐ Molding or other horizontally articulated transition piece shall separate ground floor from floors above		
Building shall have a defined building top	Building shall have a defined building top by complying with at least one of the following options: ☐ Cornice shall be a minimum of 8 inches tall and a minimum of 3 inches beyond the face of the façade. ☐ Building shall have a roof overhang that is a minimum of 8 inches beyond the face of the facade ☐ Building top shall consist of a different material; 8 inch minimum height ☐ Building top shall consist of a different color; 8 inch minimum height		

Guiding Principles and Illustrations for Signage

The purpose of Downtown Signage Standards is to encourage the effective use of signs as a means of communication and advertising in a manner that reduces the negative effects of signs on safety and aesthetics.

OVERALL DESIGN OF SIGNS –Signs should relate well to buildings and enhance their architectural features with careful attention to detail, materials, size and location. Signs should complement the desired character of the Subareas and Street Edges, as well as the building and landscape frontage type of the development. Signs should be considered as an integral part of the entire design of the site and the building and should be well integrated with building elements and site elements. While being oriented to an audience moving quickly in an automobile, signs should scaled and designed to relate well to people who may be walking by or cycling. Signs should be permanent in nature and convey a sense of permanence for the uses they advertise.

LOCATION OF SIGNS – Signs should be located where they enhance and contribute to the desired character of the Subarea and Street Edge, and where they are effectively integrated and coordinated with the building and landscape frontage type for the development. The location of signs should be designed to consider the cumulative effect of all signs on the site, and the surrounding area or corridor, not just the effect of the individual sign.

SIZE OF SIGNS – The size of signs should fit with the desired character of the Subarea and Street Edge, and the building and landscape frontage type for the development. The size of signs should be designed to consider the cumulative effect of all signs on the site, and the surrounding area or corridor, not just the effect of the individual sign. The size of signs should be considered in relation to the size of other signs in the vicinity, and not be overly dominant.

MATERIAL, COLOR AND LIGHTING OF SIGNS - The material and color of the casing, framing, housing and background area of the sign (the areas not directly covered by letters or numbers) should be coordinated to be complementary with material and color of the buildings on the site where the sign is located. The lighting for the sign should be designed to fit with the lighting for the building and the desired character of the Subarea and Street Edge.

Vertical blade sign

Internally illuminated podium sign

Signage | **Definitions**

AREA OF SIGN - means the total superficial area within the outer periphery of the said sign, and, in the case of a sign comprised of individual letters or symbols, shall be calculated as the area of a rectangle enclosing the letters or symbols. Frames and structural members not bearing advertising matter shall not be included in computation of surface area.

ABANDONED SIGN - means any sign which no longer correctly identifies a business or the products and services offered on the premises where the sign is located, is no longer readable, or is no longer relevant.

A-BOARD SIGN - means a self-supporting two sided A-shaped sign which is set upon, but not attached to, the ground and has no external supporting structure.

ANIMATED SIGN - means a sign with action or motion, flashing, color changes requiring electrical energy, electronic or manufactured sources, but not including wind actuated elements such as flags or banners. This definition also includes signs with time and temperature displays, or mechanically rotating signs.

AWNING - means a projection supported solely from the building, constructed with fabric or plastic skin stretched over a frame used for shelter from the weather and supported by the exterior wall of a building, and may designed to be collapsible, retractable or capable of being folded against the wall of the building.

AWNING SIGN - means a sign, which is incorporated as part of the fabric or plastic skin of an awning.

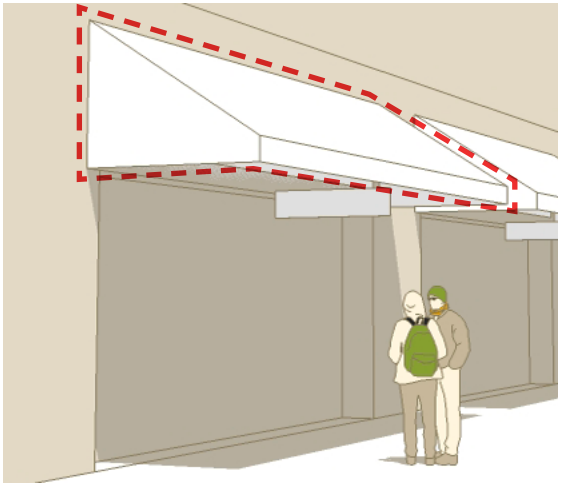
BLADE SIGN, VERTICAL – means a sign extending out from the building that runs parallel to the vertical axis of the building.

BLADE SIGN, HORIZONTAL – Means a horizontal sign extending generally perpendicular to the building, often hanging from an awning.

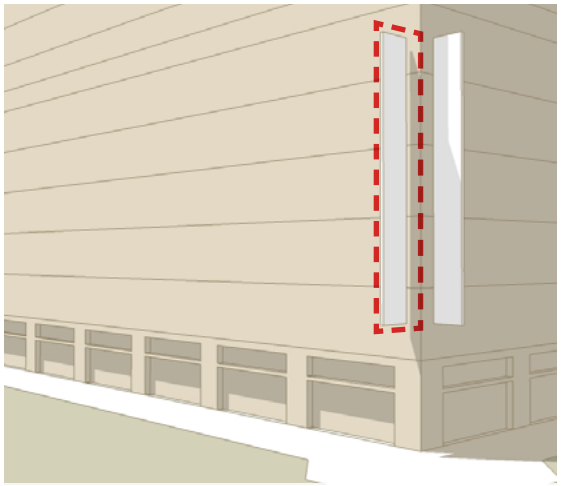
BUILDING TOP SIGN ZONE – means the area allocated for signage on a Building Top.

BUILDING TOP SIGN – means a fascia sign located within the top 25% of the height of a building Building Top.

CHANGEABLE COPY COMPONENT - means a portion of a sign on which the copy can be changed automatically, and may include an electric



Awning Sign



Blade Sign, Vertical

message unit, or manually, through the use of attachable letters, numbers or symbols.

CLEARANCE - means the vertical distance between the lowest part of a sign and the finished grade.

COMPREHENSIVE SIGN DESIGN PLAN - means a coordinated signage design undertaken by one lot owner/developer or the owners/developers of two or more contiguous lots or on multiple tenant properties. Design co-ordination may include, but is not limited to, colour, area, shape, illumination, placement, and copy font size and style.

CONSTRUCTION SITE IDENTIFICATION SIGN - means a temporary sign for providing information or advertising related to the construction project only, and erected by an individual or firm on the premises undergoing construction.

COPY - means the message on the sign face including, but not limited to, words, numbers, logos, symbols, and decorations.

COPY AREA - means the entire area, which encloses the limits of the message, contained on the sign but excludes the main support structure. For multi or double-faced signs, copy area is the area of any one face.

DEPTH – means the third dimension of a sign that is not the height or the width, and generally refers to the thickness of the sign.

DIGITAL SIGN means any Sign that is remotely changed on or off Site and has a varying Message Duration. Digital Signs incorporate a technology or method allowing the Sign to change Copy without having to physically or mechanically replace the Sign face or its components. Digital Signs include moving effects, message transition effects, and video images.

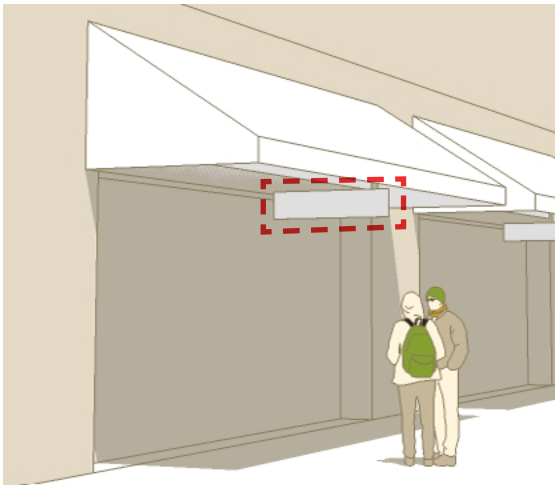
DIRECTIONAL SIGN - means an on premise incidental sign designed to guide or direct pedestrian or vehicular traffic.

ELECTION SIGN - means any sign used to promote a candidate or party during a municipal, provincial or federal election or any election held pursuant to the Local Authorities Election Act.

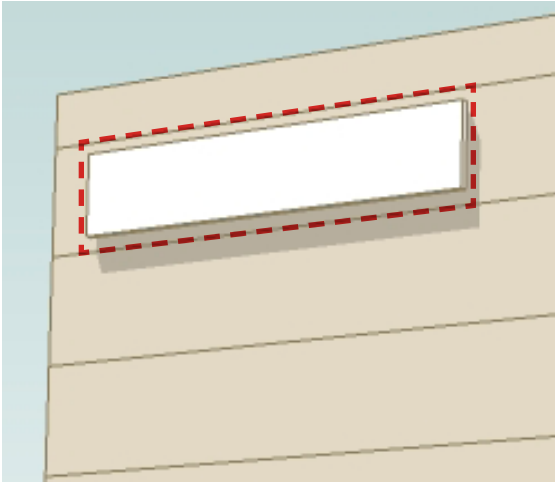
ELECTRONIC MOVING COPY — Sign copy displayed utilizing electronic screens, televisions, computer video monitors, liquid crystal displays, light emitting diode displays, or any other similar electronic technology where the sign copy displays moving images.

ELECTRONIC STATIC COPY — Sign copy displayed utilizing electronic screens, televisions, computer video monitors, liquid crystal displays, light emitting diode displays, or any other similar electronic technology where the sign copy is fixed for a set period of time.

ENTERTAINMENT FACILITY - means a facility where the primary function of the facility is the provision of entertainment to the public, either exclusively or in combination with other activities and may, without restricting the generality of the foregoing, include a movie theatre, live theatre, night club, cocktail lounge, arena or sports complex.



Blade Sign, Horizontal



Building Top Sign

FASCIA SIGN - means a sign, plain or illuminated, running parallel for its whole length to the face of the building to which it is attached.

FIRST PARTY SIGN - A sign which identifies, advertises, promotes, or directs attention to the specific business, service, or activity at the premises where the sign is located.

FIRST STORY - The story with the floor nearest to the average elevation of the surface of the ground where it meets the front wall of a building.

FLAG - means any fabric containing distinctive colours, patterns, symbols or stylized letters hung from a flagpole with mechanisms for raising and lowering the flag.

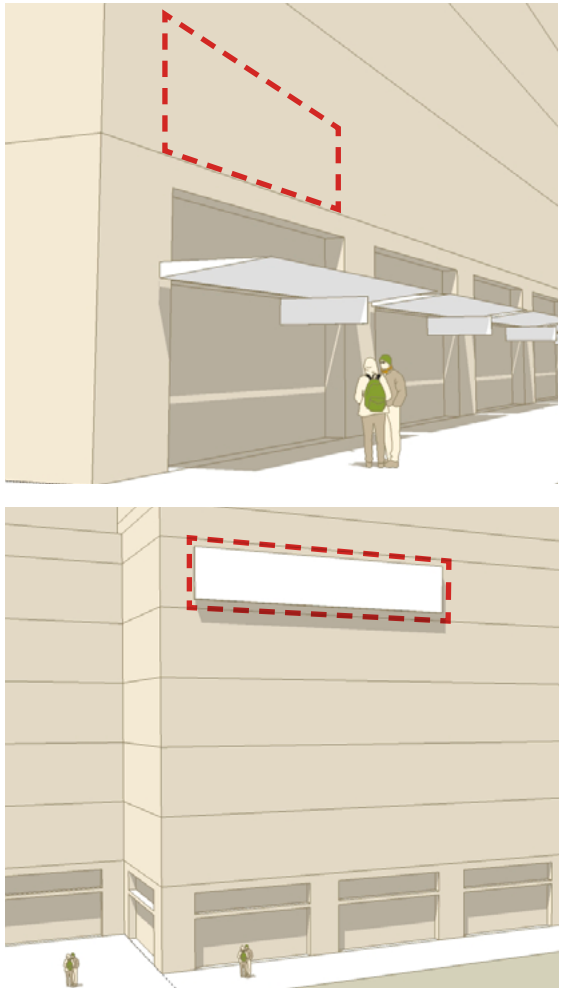
FREESTANDING SIGN - means a sign supported by one or more uprights, braces or pylons and which stands independently of a building and contains only advertising copy related to the development within the parcel upon which the freestanding sign is located.

FRONTAGE - means the entire length of the street facing property line of a Lot.

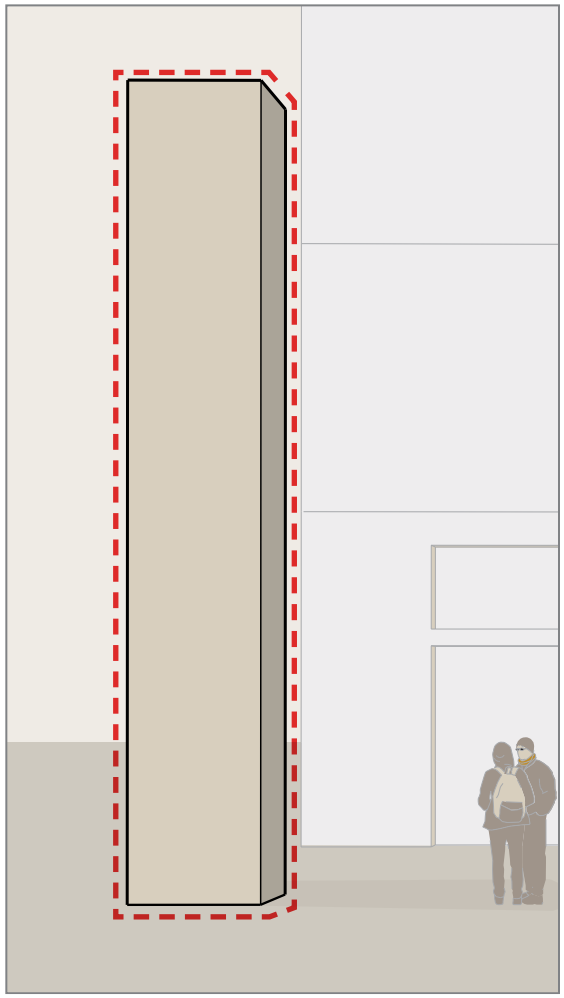
FOOTPRINT – means the area of the ground surface that a sign covers.

GRADE - means the finished ground surface directly beneath a sign.

GROUND PLANE ZONE – means, for the purpose of locating and allocating areas for signs, the zone on the ground adjacent to a building that is allocated for the location of signage.



Fascia Sign



Freestanding Sign

HEIGHT - means the vertical distance measured from the highest point of the sign to the lowest point of the sign.

ILLUMINATION - means the lighting of any sign by artificial means including internal, direct, indirect or reflected.

INTERACTIVE COPY - Sign copy which specifically changes so as to communicate directly with an observer.

LOGO - means a readily identifiable symbolic representation used exclusively by an entity or person for the purpose of product or business recognition and which contains no additional advertising message.

MAINTENANCE - means the cleaning, painting, repair or replacement of all or any part of a sign without altering the basic structure or design of the sign. This includes changing the message or copy on a sign within the same sign structure due to a change or use or business name.

MESSAGE - means any image, graphic, picture, logo, symbol, wording, representation or letters used, or intended to be used, directly for advertising or for calling attention to any business, product, service, person, matter, object, or event.

MESSAGE DURATION — the period of time that sign copy is displayed on a sign face.

MESSAGE TRANSITION — the period of time involved for each change of sign copy displayed on a sign face.

MURAL means a graphic design, or artwork, applied directly on to a structure, which does not convey an advertising message and does not include a fascia sign or a logo.

NIT means a unit of measurement of luminance, or the intensity of visible light, where one nit is equal to one candela per square meter. Nits are used to describe the brightness of computer displays, such as LCD and CRT monitors.

PARTY – means the relationship between the owners or occupants of the building and the sign; see definitions of First Party Sign, Second Party Sign and Third Party Sign.

PERMANENT SIGN - means a sign that cannot be readily relocated and is securely affixed directly or indirectly to a site or building.

PROPOSED DEVELOPMENT INFORMATION SIGN - means a sign required to provide notice pursuant to this Land Use Bylaw regarding an amendment, subdivision, appeal or other planning process.

PROJECTION means the distance that a sign may extend from the vertical face of a building.

PODIUM ZONE – means an area allocated for signage on the podium of a building.

REAL ESTATE SALE SIGN - means a temporary sign advertising real estate for sale, rent or lease.

SECOND PARTY SIGN - A sign which identifies, advertises, promotes, or directs attention to product or service sold or offered on the premises where the sign is located.

Third party animated podium sign

Horizontal blade sign

SIGN means any structure, device, light or fixture, or any part thereof, used to identify, advertise or attract attention to any person, object, product, event, place, organization, institution, development, business, group, profession, enterprise or industry and is intended to be seen from on or off the site.

SIGN FACE - means the surface contained within the perimeter of the sign on which copy is, or may be, placed.

SIGN OWNER - means either or all of the following: the entity or individual who owns the sign; the entity or person who commissioned the Sign; or the registered owner(s) of the property on which the sign is placed.

SIGN STRUCTURE - means any structure which supports a sign, including materials used to conceal or improve the appearance of the structural parts.

STOREFRONT ZONE – Means an area allocated for signage located on the ground floor adjacent to the street. Within the Porch/Stoop/Terrace frontage type, both the first and second story are within the storefront zone.

THIRD PARTY SIGN - means a sign that advertises goods, products, services or facilities, or directs persons to a different location from where the sign is located. Such a sign is not located on the same parcel as the goods, products, services or facilities it advertises.

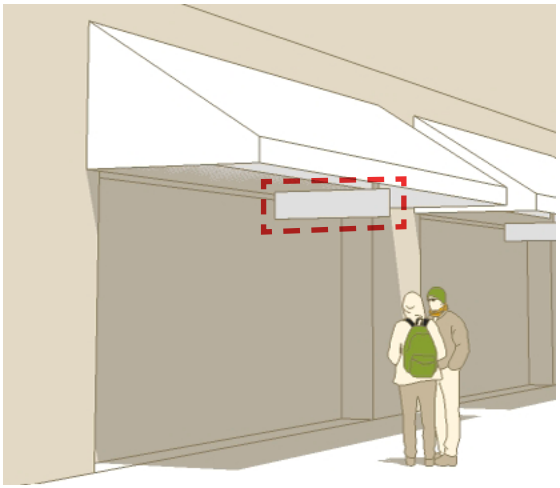
Podium and Storefront Zones

TRANSIT SHELTER/TRANSIT BENCH SIGN - means a sign displayed on a transit shelter or a transit bench

UNDER-CANOPY SIGN - means a horizontal blade sign, which is attached to the bottom of a canopy.

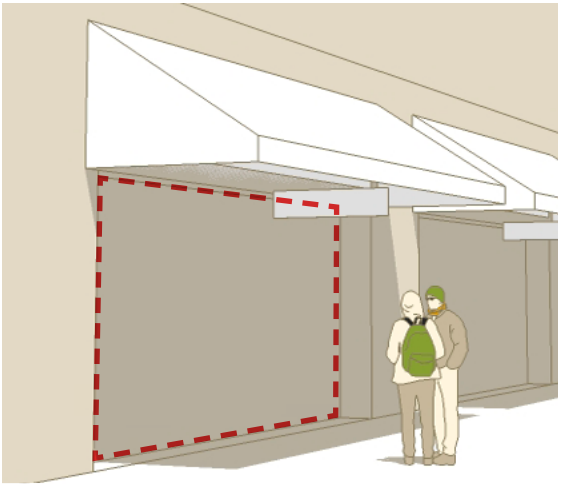
WIDTH – means the horizontal distance from one end of a sign to the opposite end.

WINDOW SIGN - means a sign which is painted on, attached to or installed on or inside a window that faces the outside and is intended to be seen from the outside of the building.



Under-Canopy Sign

Painted podium sign



Window Sign

Building top sign

Table 5 | Development Standards Table for Signage by Street Type

Sign Type	Awning	Blade, horizontal	Blade, vertical		Building Top	Fascia	Free-standing	Under-canopy	Window
			Main Street; Other Streets	South A, Pioneer Pkwy East, West					
Location	Awning	Above awning in Podium Zone	Podium Zone		Top 25% of height of building	Podium Zone	Within forecourt	Storefront Zone	Window
Maximum Width	5 feet	5 feet	2 feet	3 feet	40 feet	25% of podium width	2 feet depth: 2 feet	2 feet	NA
Maximum Height	15 inches	12 inches	5 feet	8 feet	12 feet	25% of podium height	12 feet	9 inches	NA
Maximum Sign Area	6 square feet	5 square feet	10 square feet	24 square feet	480 square feet	NA	24 square feet per sign face	18 square feet	40%
Maximum Projection	8 inches	6 feet	4 feet	6 feet	2 feet	12 inches	NA	5 feet	NA
Minimum Clearance	9 feet	9 feet	NA		NA	NA	NA	9 feet	NA
Number	1 sign per awning unit	1 sign per business	1 per building; restricted to area within 5 feet of street facing corner	1 per building; restricted to area within 10 feet of street facing corner	1 per building facade	1 sign per 200 linear feet of street face	1 per lot	1 sign per business	1 sign per storefront window
Party	1st	1st	1st, 2nd		1st, 2nd, 3rd	1st, 2nd	1st, 2nd	1st	1st, 2nd
Illumination	Internal illumination prohibited			Internal illumination permitted				Internal illumination prohibited	

DRAFT

Attachment 2, Page 45 of 54

3 | NON LOCATION-SPECIFIC STANDARDS

Guiding Principles and Illustrations for Structured Parking

The DDUDP identified a number of locations for structured parking, in a combination of below grade, above grade and stand-alone formations. The DDUDP intended these to serve development included within the same structure and or neighboring sites. A significant amount of new development was envisioned by the DDUDP to include parking. The volume of parking envisioned by the DDUDP may be realistic to serve development which occurs in the near future. In the longer term, however, vehicle sharing programs and technology will change the way that people use vehicles and city space devoted to parking cars will become more valuable for other uses. Therefore, structures used to store parked cars should be designed to be adaptable, with adequate floor-to-floor heights to accommodate future office and residential uses.

Structured parking can have a significant negative effect on the pedestrian environment. Regulating where structured parking is located, how concentrated it is, from which streets it is accessed (and at which hours of the day), and how it is designed can mitigate the negative effects. The Guiding Principles in this Chapter are intended to address parking garage design generally. Landscape Frontage Types are intended to address perimeter edge treatment of surface parking lots.

The recommended regulatory approach is intended to mitigate the negative effects of large amounts of parking (whether surface or structured), promote management of parking supply and ensure that parking structures can be adapted to more intensive urban uses over time.

Guiding Principles for Structured Parking

- Design the structured parking for pedestrian comfort, safety, access and ease of navigation; make it a place. Every person who parks a car in the garage is a pedestrian while downtown.
- Provide highly visible ground floor entry oriented to people on foot.
- Provide a large open attractive entry with a large open attractive stair leading to upper levels.
- Take advantage of the ground floor entry area to provide secure, well-lit and abundant bike parking.
- Ground floors of structured parking are good locations for pedestrian and bicyclist amenities, such as food carts and bike hubs.
- Ensure that ground floor of structures can be are adapted to serve retail or office uses in the future.
- Include on-street, surface and structured parking in the total inventory of city parking supply; encourage shared parking and manage parking as a shared resource.
- Create opportunities for creative reuse of parking structures in off peak hours, by designing rooftops as assembly spaces, for example.
- Design structured parking as significant architecture, not as background buildings; employ lighting and art to add character and enhance attractiveness.
- Include user-oriented signage and sensors to indicate parking capacity.

Standards for Structured Parking

Parking structures shall meet the requirements of one of the Permitted Building Frontage Types and

Design the parking garage for pedestrian comfort, safety, access and ease of navigation

the requirements for the Façade Design for the height of the ground floor.

Within Subareas D1, D2 and for sites facing Main Street:

Access to structured parking shall be limited to alleys or required Through Block Connections.

Street-facing frontages shall meet the requirements of one of the permitted Building Frontage Types and the requirements for the Façade Design for the height of the podium along the entire length of its frontage.

Standards for Exterior Lighting

Decorative and security lighting shall be designed and finished in a manner consistent with the architectural theme of the development and will be provided to ensure a well-lit environment for pedestrians, and to accentuate architectural elements, roof tops and public art.

Exterior lighting shall be designed such that it has no negative impact on adjacent sites.

Exterior lighting associated with the development shall be designed such that light shines downwards in order to avoid contributing to light pollution.

Definitions that Apply to all Development

PARKING STRUCTURE means a building or structure designed for the parking of motor vehicles.

STRUCTURED PARKING SETBACK regulates the setback of parking structures from all lot lines or from the build-to line

STREET-FACING SURFACE PARKING LOT SETBACK regulates whether or not surface parking is permitted on the site between the building and the street, and if permitted, the setback required between the front lot line and the parking lot.

STRUCTURE, PARKING means structured parking located aboveground or underground consisting of 2 or more levels.

LOADING SPACE means an off-street space or berth serving a business for the temporary parking of commercial vehicles while loading or unloading, while not block driveway aisles and having an appropriate means of ingress and egress.

Attachment 2, Page 48 of 54

4 | URBAN OPEN SPACE TYPOLOGY

Downtown Urban Open Space Typology

This section provides principles, guidelines and standards for Downtown urban open spaces (both public and private), that were envisioned by the DDUDP or will be permitted or required by the new Downtown Standards. The four types of open space that are described in the typology are:

- Plaza
- Square
- Pocket Park
- Forecourt

Example locations for the various components of the Open Space Typology

Plaza

A Plaza is an Open Space available for civic purposes and commercial activities. A Plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Plazas should be located at the intersection of important streets. The minimum size shall be 20,000 square feet and the maximum shall be 90,000 square feet.

A plaza

Example: Mill Plaza

Mill Plaza, located on the north side of Main Street between Mill Street and Pioneer Parkway West, was identified in a vision plan for Springfield as a future site for an urban plaza. This plaza is envisioned as a central gathering space and retail/employment hub of Springfield's downtown. It should be densely developed along its perimeter, helping to create an active edge that reinforces the plaza as a destination spot and gathering area for the community. Mill Plaza should have an urban character with a large

amount of hardscaping. Other characteristics of this plaza include flexible programming that accommodates both everyday uses as well as special events, public art that creates a focal point, and a retail pavilion with amenities such as restrooms, bicycle parking and outdoor café seating. In addition, the area should have street trees and other landscaping that make it inviting while managing stormwater on-site. Lighting and ample street furniture help make a comfortable and safe place to relax and socialize.

Square

A Square is an urban open space available for unstructured recreation and civic purposes. It is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, and shall be located at the intersection of important streets. The minimum size shall be 20,000 square feet and the maximum shall be 90,000 square feet.

Example: Residential Square

Residential Squares have a more residential character while still maintaining some urban characteristics. Because of their size, they can accommodate high-density housing on adjacent blocks as well as serve residential neighborhoods. They should be made up primarily of planted areas, with lawn, trees and other landscaping as the predominant features. They should have paved walkways throughout that allow pedestrians and cyclists easy access through and around it. Other features of this park could include an assembly area for community events (such as music in the park), a fountain or other public art, play structures, ample well-placed street furnishings such as benches, waste receptacles and pedestrian-scaled lighting.

Pocket Park

Pocket Parks are small-scale parks that have not yet been located. They are a vital part of the future network of public spaces in the city. Because they are smaller in scale, and may only be the size of a single lot, their programming is more focused and their scale more intimate. They provide community gathering space for people to socialize, exercise, relax and play. They are primarily made up of lawn, trees, and landscaping with paved pathways throughout. While they share similar features to the Post Office Park, what sets them apart is their size. Street furnishings such as benches, waste receptacles and lighting are essential to creating a welcoming and safe space. Additionally, they may have play structures or other small recreation zones such as basketball courts skate parks or picnic shelters. Though small, they can be vibrant and essential assets to the community, used and valued at all hours of the day and night.

Forecourt

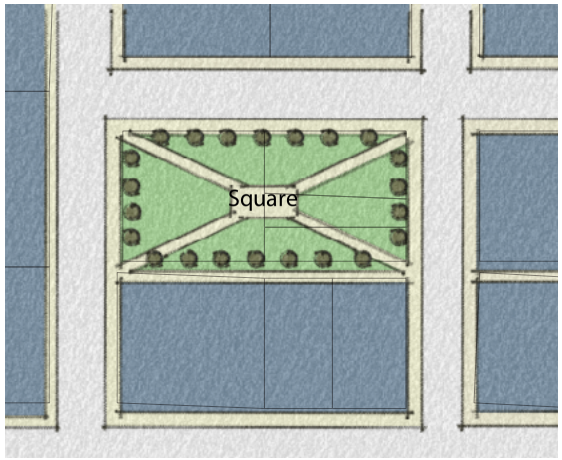
Forecourts are located in the frontage zone of the Urban Retail Building Frontage Type 2 (see Section 4 Building and Landscape Frontage Types, page 65). They are privately owned areas that contribute to the public realm. They increase the depth of the sidewalk, creating informal places to spill onto. They may be the same paving material as the sidewalk or might use a different paving to characterize and distinguish the plaza as a separate zone. These areas are largely hardscaped and serve as ideal places for providing tables and chairs for pedestrians to eat, socialize and linger. These small plazas should have ample street furnishings such as benches, bicycle parking and waste receptacles. Forecourts may also have structured planted areas and moveable furniture. They provide an important amenity to pedestrians, particularly along dense retail areas where there is a large concentration of people dining, shopping and socializing.

Downtown Urban Open Space Typology, Plaza

Section / Description	**Plaza**
Location	At the intersection of important streets
Placement Requirements	Ground floor retail for any building adjacent to the plaza Densely developed perimeter
Physical Characteristics	Dominant material: paved ground surface Trees and other landscaping in structured areas/containers
Dimension Requirements	Minimum: 20,000 square feet (140 feet x140 feet) Maximum: 90,000 square feet (300 feet x 300 feet) Length not to exceed 300 feet
Design Considerations	• Easy pedestrian access • Slow-moving traffic • Well marked, pedestrian timed crosswalks • Adaptable by season, consider ways to make it functional in the winter • Plaza is visible from a distance for pedestrians and cyclists • Permanent and moveable furnishings • Retail pavilion • Restrooms • Café seating • Public art that creates focal point • Consider multiple zones of activity within the plaza • On site storage for moveable furniture
Management and Programming	• Successful management creates a sense of comfort and safety with regular maintenance of receptacles, pavement, and landscaping. • Flexible programming that accommodates everyday uses as well as larger special events. • Consider ways to make it appealing year-round

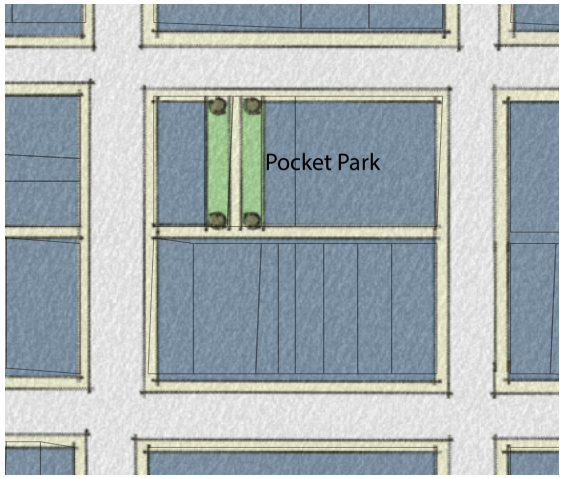
Downtown Urban Open Space Typology, Square

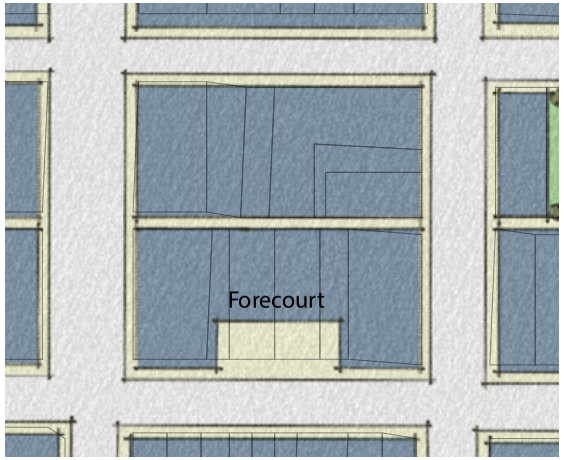
Section / Description	**Square**
Location	At the intersection of important streets
Placement Requirements	Adjacent to high density residential and mixed-use commercial with active ground floor uses
Physical Characteristics	Dominant material: paved paths, lawns and trees
Dimension Requirements	Minimum 20,000 square feet (140 feet x 140 feet) Maximum 90,000 square feet (300 feet x 300 feet)
Design Considerations	• Easy pedestrian access • Slow-moving traffic • Well marked, pedestrian timed crosswalks • Visible at a distance • Picnic shelter • Community garden • Play structures • Open field/ lawn • Public art • Assembly area • Restrooms • Street furnishings • Well lit for safe use day and night
Management and Programming	• Adaptable by season, consider ways to make it functional in the winter



Downtown Urban Open Space Typology, Pocket Park

Section / Description	**Pocket Park**
Location	Variable. Consider ease of pedestrian accessibility. Surrounding streets should be lower speeds, narrower and more walkable.
Placement Requirements	Lot next to residential or commercial development. Consider scale of adjacent buildings so that pocket park has access to good light.
Physical Characteristics	Defined by building frontages, paths, lawns and trees
Dimension Requirements	Variable, the size of a typical lot 120 feet x 60 feet
Design Considerations	• Benches and tables, consider moveable seating • Community garden • Paved walkways • Skate park • Play structures • Open field/lawn • Water feature • Places of sun and shade • Picnic pavilion • Ample street furnishings (including bicycle parking, waste receptacles, drinking fountain, lights) • Pedestrian-scaled lighting • Trees/plantings/structured landscaping • Recreational areas (such as basketball court)
Management and Programming	• Successful management creates a sense of comfort and safety with regular maintenance of receptacles, pavement, and landscaping. • Consider ways to make it appealing year-round



Downtown Urban Open Space Typology, Forecourt

Section / Description	**Forecourt**
Location	Located in the frontage zone of the Forecourt Frontage Type
Placement Requirements	Adjacent to ground floor commercial / retail use
Physical Characteristics	Dominant material: paved ground surface
Dimension Requirements	Depth from Build-to Line of 10 feet minimum; 30 feet maximum / width of 10 feet minimum, 30 feet maximum
Design Considerations	• Incorporation of landscaping: planters, bioswales and trees • Use bollards, planters or street lamps to clearly define the forecourt area from the pedestrian through zone. • Use of different paving to clearly define the forecourt area from the pedestrian through zone. • Additional lighting / different lighting from typical sidewalk lighting • Incorporate both moveable and permanent furniture
Management and Programming	• Consider ways to make it appealing year-round • Fronting property owners are responsible for the maintenance and general upkeep of the forecourt area