

Attachment 2: Springfield Development Code Amendments Table 4.2-1 Update

- C. Minimum street curb-to-curb widths and minimum street right-of-way widths are as specified in Table 4.2-1, unless otherwise indicated in the Springfield Transportation System Plan, an applicable Refinement Plan, Plan District, Master Plan, Conceptual Development Plan, the Conceptual Local Street Plan Map, or the adopted bicycle and pedestrian plan; or where necessary to achieve right-of-way and street alignment; or as needed to meet site-specific engineering standards, including but not limited to requirements for multi-way boulevard and/or modern roundabout designs. Example street layouts meeting minimum street standards are provided in Figures 4.2-B through 4.2-P for illustrative purposes only. These figures are intended to demonstrate potential street configurations that meet the requirements.

Table 4.2-1

Minimum Street Right-of-Way and Curb-to-Curb Width Specifications Standards

Type of Street	Minimum Right-of-Way	Minimum Curb-to-Curb
Major Arterial	100'	76'
Minor Arterial	70'	48'
Collector	60'	36' (3)
Local Street		
— <15 percent slope (1)	50' 57'	36'
— >15 percent slope (1)	40'	28' (2)
— <1,200' length and <1,000 vehicle trips/day	40'	28'
Cul-de-Sac Bulb	83'	70'
Alley	20'	20' (4)

(1) i.e. the average slope of the development area.

(2) 20' streets are allowed with approved parking bays of 8' x 24' per vehicle

(3) Additional right-of-way may be required to accommodate a center turn lane where significant volumes of left turn traffic occur

(4) Alleys do not have curbs, 20' is entire paving width

Fig. No.	Street Classification	Right-of-Way (1)	Curb-to-Curb Width (1)	Travel Lanes	Travel Lanes Width	Turn Lane Width (2)	Bicycle Lanes (3)	Planting Strip and Curb (4)	Sidewalk
4.2 B-D	Major Arterial (5)	100'/92'/84'	76'/69'/60'	4	12'	14' where required	6' both sides	5'	7' both sides
4.2 E-G	Minor Arterial (5)	76'/68'/60'	52'/44'/36'	2	12'	14' where required	6' both sides	5'	7' both sides
4.2 H-J	Major Collector	72'/64'/56'	52'/44'/36'	2	12'	14' where required	6' both sides	5'	5' both sides
4.2 K-M	Minor Collector	70'/62'/58'	50'/42'/34'	2	11'	13' where required	6' both sides	5'	5' both sides

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4.2 N-P	Local Street <15 percent slope (6)	57'/49'/41'	36'/28'/20'	2	10'	N/A	Not required	5'	5' both sides
4.2 Q-S	Local Street ≥15 percent slope (6)	48'/40'/32'	36'/28'/20'	2	10'	N/A	Not required	6" curbs only	5' both sides
	Cul-de-sac Bulb	83' diameter	70' diameter	N/A	N/A	N/A	N/A	5' around bulb	5' around bulb
	Alley	20'	No curbs, 18' paving width	N/A	N/A		N/A	Not required	Not required

- (1) Minimum right-of-way widths and curb-to-curb widths are listed in this order: Streets with parking on both sides of street/Streets with parking on one side of street/Streets with no on-street parking. Where indicated, parking width is 8' per side of street. Minimum right-of-way widths and curb-to-curb widths listed above do not include additional right-of-way width and curb-to-curb width required to accommodate a center turn lane or center median.
- (2) When a center turn lane or center median is required to address a significant volume of left-turn traffic or other safety or site-specific engineering concerns, additional right-of-way width and curb-to-curb width is required to accommodate the turn lane and/or center median. Width of the turn lane will be not less than the standard provided in Table 4.2-1 above.
- (3) Bike lanes on one-way streets must be on the right side of the street, except in the case where a left-side bike lane would cause fewer conflicts, and people riding bicycles can return to the right safely.
- (4) The planting strip and curb includes 4.5' planting strip and 6" curb on both sides of the street, unless otherwise indicated in Table 4.2-1.
- (5) Arterials that are Oregon Department of Transportation (ODOT) facilities are not subject to the standards in Table 4.2-1, but must meet ODOT design standards.
- (6) Slope is the average slope of the development area per the calculation in SDC 3.3-520.A. Minimum curb-to-curb width for local streets includes 6" behind the sidewalk for property pins.

D. Functional Classification of Streets. The City's street system consists of streets that are classified as Major Arterial; Minor Arterial; Major and Minor Collector; and Local, consistent with the Springfield Transportation System Plan (Figure 2) and the Federally Designated Roadway Functional Classification map, contained in the Regional Transportation Plan. Local Streets include all streets not classified as Arterial or Collector streets.

E. Dead-End Streets.

1. Dead-end streets shall must terminate in a cul-de-sac bulb, "hammerhead," or other design that provides an adequate vehicular turn-around areas, Public Works access, and pedestrian and bicycle connections as may be approved by the Public Works Director and the Fire Marshal.
2. A dead-end street, excluding the bulb or other approved vehicular turn-around area, shall must have a minimum length of 65 feet and shall must have a maximum length of 400 feet as measured from the nearest curb line of the intersecting street. The right-of-way and paving requirements for cul-de-sacs, including the bulb or other approved vehicular turn-around area, are as specified in Table 4.2-1 of this Code, the Development & Public Works Standard Construction Specifications and the City's Engineering Design Standards and Procedures Manual.

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

3. Where there is an existing dead-end street without a turn-around at the time of development that generates additional vehicular trips, the property owner shall provide for a turn-around area to the satisfaction of the Public Works Director and the Fire Marshal. Permitted vehicular turn-around areas may include, but are not limited to hammerheads, and partial cul-de-sac bulbs and private driveways.

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