EXHIBIT D
SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

AMENDING THE SPRINGFIELD DEVELOPMENT CODE BY DELETING SECTIONS 3.4-200 THROUGH 3.4-270, GLENWOOD RIVERFRONT PLAN DISTRICT AND ADDING SECTIONS 3.4-200 THROUGH 3.4-280 GLENWOOD RIVERFRONT MIXED-USE PLAN DISTRICT; AMENDING SUBSECTION 4.3-110E.; AMENDING SECTION 4.3-115; AMENDING TABLE 5.4-1; AMENDING SECTIONS 5.6-100-115; AMENDING SECTION 5.12-160; AMENDING SECTION 6.1-110; DELETING APPENDIX 3 TEMPORARY GLENWOOD RIVERFRONT PLAN DISTRICT MASTER PLAN STANDARDS AND ADDING APPENDIX 3 PHASE 1 GLENWOOD REFINEMENT PLAN POLICIES AND IMPLEMENTATION STRATEGIES.

SECTION 1: Sections 3.4-200 through 3.4-270, the Glenwood Riverfront Plan District, are hereby deleted.

SECTION 2: Section 3.4-200 is hereby added:

Section 3.4-200 GLENWOOD RIVERFRONT MIXED-USE PLAN DISTRICT

Sections:

3.4-205 Purpose
3.4-210 Applicability
3.4-215 Review
3.4-220 Non-Conforming Uses
3.4-225 Conflicts
3.4-230 Glenwood Riverfront Mixed-Use Plan District Modifications
3.4-235 Design Standards Alternatives/Exemptions from Design Standards
3.4-240 Phased Development
3.4-245 Land Use Designations, Zoning District Descriptions and Applicable Overlay Districts
3.4-250 Schedule of Use Categories
3.4-255 Prohibited Uses
3.4-260 Use Interpretations
3.4-265 Base Zone Standards
3.4-270 Public and Private Development Standards
3.4-275 Building Design Standards
3.4-280 Willamette Greenway Development Standards

SECTION 3: Section 3.4-205 is hereby added:

3.4-205 Purpose

A. Plan Districts are customized development standards applied to unique areas within the City where traditional zoning mechanisms are unlikely to achieve desired development objectives. An area may be unique based on natural, economic or historic attributes. The Glenwood Riverfront has all of these attributes that maximizes the value of the area's proximity to the Willamette River; major transportation corridors (notably Interstate 5); and

the University of Oregon; and emphasizes Glenwood's strategic location between downtown Eugene and downtown Springfield.

B. The Glenwood Riverfront Mixed-Use Plan District takes policies from the Glenwood Refinement Plan and establishes and implements development standards and building design standards specifically applicable to this Plan District. The Glenwood Riverfront Mixed-Use Plan District implements the following visioning goals:

1. Improve public connections to the Willamette River;

2. Establish inviting public spaces, including parks, plazas, and multi-use paths;

3. Encourage aesthetically pleasing, sustainable buildings and sites that are context sensitive and oriented to human activity;

4. Provide opportunities for the installation, display, and creation of public art;

5. Allow for a mix of uses suitable to the unique development opportunities in Glenwood;

6. Provide opportunities for the development of a variety of housing types to meet the needs of a range of households;

7. Facilitate opportunities for businesses to provide goods and services to local, regional, statewide, national, and international markets;

8. Restore, enhance, and protect the ecological function of natural resources, and increase public awareness of these resources;

9. Protect the public from potential natural and manmade hazards;

10. Celebrate Glenwood's contributions to the region's historic development;

11. Enhance the transportation system to improve safety, convenience, and movement for all modes of travel, including vehicles, trains, public transit, bicycles, and pedestrians;

12. Provide a full range of urban public facilities and services for redevelopment and new development; and

13. Facilitate redevelopment while addressing the consequences of change to existing residents and businesses.

SECTION 4: Section 3.4-210 is hereby added:

3.4-210 Applicability

The Glenwood Riverfront Mixed-Use Plan District includes all land in the Glenwood Riverfront that abuts the Willamette River and both sides of Franklin Boulevard and McVay Highway from the I-5 Bridges to the south boundary of Glenwood. The Glenwood Riverfront Mixed-Use Plan District is divided into two distinct areas:

A. The Franklin Riverfront; and

B. The McVay Riverfront.

SECTION 5: Section 3.4-215 is hereby added:

3.4-215 Review

A. Any proposed development within the Glenwood Riverfront shall require a Development Issues Meeting or a Pre-Application Report as specified in Section 5.1-120.

B. All required applications in the Glenwood Riverfront Mixed-Use Plan District shall be reviewed as specified in Chapter 5 including, but not limited to: Annexations; Master Plans; the Willamette Greenway Overlay District; the Urbanizable Fringe Overlay District; the Floodplain Overlay District; the Hillside Development Overlay District; the Historic Overlay District, as applicable; Site Plan Review; and Land Divisions.

1. The development and design standards specified in Sections 3.4-270 and 3.4-275 shall supersede the Site Plan Review submittal requirements for the applicable topics specified in Section 5.17-120 and/or the Master Plan submittal requirements specified in Section 5.13-120.

2. Land divisions shall be prohibited on lots/parcels larger than one acre and designated and zoned Office Mixed-Use or Commercial Mixed-Use, or on lots/parcels larger than 20 acres and designated and zoned Employment Mixed-Use until Final Site Plan Review or Final Master Plan approval has been granted by the City.

C. Other Glenwood Riverfront application review procedures include, but are not limited to:

1. Glenwood Riverfront Mixed-Use Plan District Modifications, which shall be reviewed as specified in Section 3.4-230.

2. Design Standards Alternatives/Exemptions from Design Standards, which shall be reviewed as specified in Section 3.4-235.

3. Glenwood Riverfront Mixed-Use Plan District use interpretations, which shall be reviewed as specified in Section 3.4-260.

4. Willamette Greenway Overlay District standards as specified in Section 3.4-280.

5. Any other applicable standard as specified elsewhere in this Code.

D. Any other applicable agency permits/approvals/coordination including, but not limited to:

1. The Army Corps of Engineers/the Department of State Lands (wetland/riparian areas, stormwater outfalls/discharges and fills/excavations);

2. The Department of Environmental Quality (contaminated sites);

3. The Oregon Department of Transportation (access to/from Franklin Boulevard and McVay Highway); and

4. Lane County Transportation (vacation of local access roads).

SECTION 6: Section 3.4-220 is hereby added:

3.4-220 Non-Conforming Uses

Any existing non-conforming building, structure and/or use may continue, expand, or be modified as may be permitted in Sections 3.4-280, 5.8-120 and 5.8-125 until they are either abandoned, as defined in Section 5.8-130, and/or redeveloped as defined in Section 6.1-110.

SECTION 7: Section 3.4-225 is hereby added:

3.4-225 Conflicts

In cases where:

A. The development standards of the Glenwood Riverfront Mixed-Use Plan District conflict with local standards found in other Sections of this Code, the standards of the Plan District will prevail, unless there is a specific reference to another SDC Section. In that case, the referenced Section's standards will prevail.

B. These development standards conflict with Federal and/or State regulations, the Federal and/or State regulations will prevail.

SECTION 8: Section 3.4-230 is hereby added:

3.4-230 Glenwood Riverfront Mixed-Use Plan District Modifications

Glenwood Riverfront Mixed-Use Plan District modifications shall be categorized as Minor and Major.

A. A Minor Glenwood Riverfront Mixed-Use Plan District modification shall be subject to a Director's decision under either a Type I or a Type II review procedure. Minor Modifications are those that result in any of the following:

1. Type I Review Procedure.

a. Changes related to the streetscape, the visual elements of a street, including, but not limited to: the street surface; adjacent buildings; street furniture; and trees and open spaces that combine to form the street's character in a manner consistent with the Glenwood Refinement Plan Transportation Chapter policies and implementation strategies and the Springfield Engineering Design Standards and Procedures Manual.

b. A change in the design of a street in a manner consistent with the Glenwood Refinement Plan Transportation Chapter policies and implementation strategies and the Springfield Engineering Design Standards and Procedures Manual.

c. A change of 20 percent or less to a quantified building design standard as specified in Section 3.4-275.

2. Type II Review Procedure.

a. A modification of a driveway access location in a manner consistent with the Glenwood Refinement Plan Transportation Chapter policies and implementation strategies.

B. A Major Glenwood Riverfront Mixed-Use Plan District modification shall be subject to a public hearing and decision under a Type III review procedure, which can be jointly processed with a Master Plan application. Major Modifications are those that result in any of the following:

1. A change of more than 20 percent to a quantified building design standard as specified in Section 3.4-275.

2. A change that requires a street, mid-block connector, multi-use path or other transportation facility to be shifted, provided the change maintains the connectivity requirements established by the Glenwood Refinement Plan Transportation Chapter and the provision for public utilities established by the Public Facilities Chapter policies and implementation strategies, and does not impact the integrity of a Subarea.

3. A modification not specifically listed under the minor modification categories specified in Subsection 3.4-230A. and the major modification categories specified in this Subsection.

EXCEPTION: Any modification to the street grid that necessitates a street or other transportation facility to be eliminated (unless permitted as specified in the Glenwood Refinement Plan, Transportation Chapter, Franklin Riverfront Local Street Network), a modification that proposes to eliminate or change the minimum width or length of one or both of the park blocks unless as provided in Subsection 4.4-270J.4.b., or other proposal that is not consistent with applicable Glenwood Refinement Plan policies and/or implementation strategies shall require an amendment of the Glenwood Refinement Plan as well as applicable Section the

Glenwood Riverfront Mixed-Use Plan District (Section 3.4-200)as specified in Section 5.6-100.

4. An alternative to a development standard specified in Section 3.4-270 or building design standard specified in Section 3.4-275. In this case, the applicant shall include findings demonstrating compliance with the objective of the applicable development or design standard at the time of the Pre-Submittal Meeting required in Subsection 5.1-120C.

C. The Director may require a peer review to assist with the evaluation of proposals that seek major modifications to the Glenwood Riverfront Mixed-Use Plan District Plan development and/or building design standards or a Glenwood Refinement Plan amendment when:

1. Springfield staff does not have the expertise to evaluate a required technical report, including, but not limited to: acoustical analyses; floodplain mapping; transportation demand management and/or geotechnical engineering.

2. The applicant's findings do not demonstrate compliance with the objective of the applicable development or design standard as required in Subsection 3.4-230B.4.

D. Peer review is a process used to review work by other professionals in the same field in order to make an impartial evaluation of a required technical report or a proposed alternative development or building design standard submitted by the applicant. The intent is to allow the Planning Commission or other Approval Authority to make an informed decision on technical report methodology or whether a proposed alternative standard can be utilized. . Peer review is performed by firms employing engineers, planners, and other professionals, as necessary. Peer review shall be at the applicant's expense. Any required peer review shall be submitted at the time of the Pre-Submittal Meeting required in Subsection 5.1-120C. The Director shall choose the peer review firm based upon the following criteria:

1. A description of the firm's history, size and professional capabilities to undertake the project in a timely manner;

2. An outline of the firm's experience with regard to the specific subject requiring peer review;

3. The professional expertise of the key personnel conducting the peer review;

4. The proposed format for the presentation of the peer review and recommendations;

5. The time schedule to perform the peer review; and

6. The submittal of 3 separate professional references with persons who are familiar with the work of the firm. References will be contacted in person, by phone and/or by written correspondence as to the firm's past performance..

E. Major and Minor Glenwood Riverfront Mixed-Use Plan District Plan modification criteria. The proposed modification shall:

1. Maintain the integrity of the north/south east-west street grid that provides multi-modal internal circulation in the Franklin Riverfront and the future internal street layout in the McVay Riverfront established by the Glenwood Refinement Plan Transportation Chapter policies and implementation strategies, or the proposed modification shall be necessary to adjust to physical constraints evident on the property including, but not limited to:

a. Hillsides;

b. Protecting significant natural features such as trees, rock outcroppings, wetlands, or similar natural features; or

c. Adjusting existing property lines between proposed development area boundaries.

2. Not significantly affect the landscaping, stormwater management, design, circulation and access policies and implementation strategies in the applicable chapters of the Glenwood Refinement Plan or the Springfield Engineering Design Standards and Procedures Manual.

3. Result in a development design that meets or exceeds the applicable purposes of Section 3.4-205. This criterion applies to Major Modifications only.

SECTION 9: Section 3.4-235 is hereby added:

3.4-235 Design Standards Alternatives/Exemptions from Design Standards

A. Sections 3.4-270 and 3.4-275 list development and design standards that require compliance from the developer. A developer may choose to:

1. Comply with the development/design standards;

2. Request an exemption from certain development/design standards; and/or

3. Propose alternative development/design standards that shall meet or exceed the standard in question.

B. The developer shall submit a request in writing to the Director for a development/design exemption or alternative development/design proposal at the time of application for a Development Issues Meeting or Pre-Application Report, as specified in Subsections 5.1-120A. and B. The request shall be revised as necessary and submitted with the Pre-Submittal Meeting application, as specified in Subsection 5.1-120C. to allow the City sufficient time for review and consideration. If the applicant desires to proceed with the development/design exemption or alternative development/design proposal, at the Pre-Submittal Meeting the Director shall reclassify the Site Plan Review or Master Plan application from a Type II procedure to a Type III review procedure as specified in Section 5.1-130 and Subsection 5.13-

115A.1. It shall be the developer's responsibility to make the case for a development/design exemption or alternative development/design proposal as part of the formal Site Plan Review and/or Master Plan application submittal. The development/design exemption or alternative development/design proposal may require a peer review, at the applicant's expense, as specified in Section 3.4-230C. and D.

SECTION 10: Section 3.4-240 is hereby added:

3.4-240 Phased Development

A. If development that is planned to occur in phases will be completed in less than 3 years, a phased development plan shall be submitted concurrently with the Site Plan Review application as specified in Section 5.17-100.

B. For phased developments lasting more than 3 years, or in situations described in Section 3.4-235, a Master Plan application, as specified in Section 5.13-100, shall be required to guarantee phasing continuity.

SECTION 11: Section 3.4-245 is hereby added:

3.4-245 Land Use Designations, Zoning District Descriptions and Applicable Overlay Districts

A. Applicable Land Use Designations.

1. The Metro Plan designations are as follows:

a. The Metro Plan's Mixed-Use designation applies to all land within the Glenwood Riverfront.

b. The Metro Plan's Nodal Development Area designation applies to all land within the Franklin Riverfront and the land along McVay Highway, north of the Union Pacific Railroad trestle. The Nodal Development Area designation supports a mixed-use, pedestrian-friendly land use pattern that seeks to increase concentrations of population and employment in well-defined areas with good transit service, a mix of diverse and compatible land uses, and public and private improvements designed to be oriented to pedestrians and transit.

c. The Metro Plan's Public and Semi-Public designation includes existing publicly owned metropolitan and regional scale parks, and publicly and privately owned golf courses and cemeteries in recognition of their role as visual open space, as well as some other areas needed for public open space at a non-local level. This designation may apply to public open spaces envisioned in the Glenwood Refinement Plan, and/or any necessary major public facility, at such time as they are placed under public jurisdiction. Until that time, these public open space areas and future major public facilities, (e.g., a fire station) will retain the applicable mixed-use designation and

zoning described in Subsections 3.4-245A.2. and B. When appropriate, the City or an affected public agency may initiate a Metro Plan and Zoning Map amendment for the subject property to be designated Public and Semi-Public and zoned Public Land and Open Space.

2. The Glenwood Refinement Plan designations are Residential Mixed-Use, Commercial Mixed-Use, Office Mixed-Use and Employment Mixed-Use and are described as Subareas A, B, C, and D, respectively. The descriptions of these designations are the same as the base zoning districts described in Subsection 3.4-245B.

B. Establishment of Base Zoning Districts. The Glenwood Riverfront Mixed-Use Plan District is comprised of Subareas A, B, C and D that comply with the Glenwood Refinement Plan designations and establish the following base zoning districts. Note: The definitions of Primary Use, Secondary Use, and Accessory Use can be found in Section 3.4-250 and/or in Section 6.1-110.

1. Residential Mixed-Use. Subarea A addresses the need for high-density residential development sites discussed in the Springfield Residential Land and Housing Needs Analysis (RLHNA) and the Residential Land Use and Housing Element of the Springfield 2030 Refinement Plan adopted on June 20, 2011. This high-density neighborhood is intended to be pedestrian-friendly and includes park blocks and a riverfront linear park to incorporate public open space needs that are also discussed in the RLHNA and the Springfield 2030 Refinement Plan, and to provide for unique stormwater management facilities. Subarea A provides opportunities for high-density housing above ground-floor retail and commercial uses that serve the neighborhood and provide for a unique destination with riverfront views and points of access to the Willamette River. In Subarea A:

a. The primary permitted use is high-density residential with a minimum density of 50 dwelling units per net acre, either stand alone or in mixed-use buildings above commercial uses. Residential buildings at this density encourage development in a compact, urban form and are typically four to six stories in height. For multi-phase development projects, the density of a phase may be reduced to 35 dwelling units per net acre for initial construction when the approved Master Plan includes a project phasing plan that demonstrates how the overall 50 dwelling unit per net acre minimum standard will be achieved by density averaging within the development area;

b. Additional uses, while not required, are permitted as secondary uses only within mixed-use buildings to provide some of the business-related needs of this high-density residential neighborhood. These uses are: educational facilities for primary and secondary education; retail sales and services, including groceries; eating and drinking establishments; professional, scientific, and technical services; and personal service uses. No stand-alone commercial building is permitted.

c. To minimize the potential over-supply of commercial land inventory in proximity to commercial uses in Downtown Springfield or other commercial

districts in Springfield, and to preserve the residential land supply, commercial uses specified in Subsection 3.4-245 B.1.b. are limited to: the ground floor of mixed-use buildings and no single commercial use shall occupy more than 10,000 square feet of gross floor area.

EXCEPTIONS:

i. Groceries shall not contain more than 25,000 square feet of gross floor area;

ii. Multi-floor commercial uses, other than retail sale and service uses, are permitted in buildings that front Franklin Boulevard. In this case, at least 50 percent of the gross floor area of the mixed-use building shall be dedicated to high-density residential use.

2. Commercial Mixed-Use. Subarea B provides for flexible mixed-use development to achieve a unique riverfront destination responding to developer interest and market demand for housing, lodging, entertainment and meeting/conference uses and office/employment uses. In Subarea B:

a. Primary uses are permitted either as stand-alone uses or within a mixed-use building:

i. Hospitality services; office employment uses; eating and drinking establishments; personal services; and professional, scientific, and technical services; and educational facilities.

ii. High-density residential uses with a minimum density of 50 dwelling units per net acre. To preserve the commercial land supply, no more than 50 percent of a development area shall be dedicated to high-density residential use.

b. Retail sales and services are permitted as secondary uses only within mixed-use buildings to provide some of the business-related needs of the primary uses.

c. To minimize the potential over-supply of commercial retail sales and services near Downtown Springfield, retail sales and services are limited to:

i. The ground floor of a building;

ii. No more than 50 percent of the ground floor of a single building;

iii. No more than 50 percent of the total ground floor area of a development area; and

iv. No single retail sales and service use shall occupy more than 10,000 square feet of gross floor area.

3. Office Mixed-Use. Subarea C provides for office and commercial uses to help meet an identified need for employment land in Springfield with riverfront views and access points to the Willamette River that complement the adjacent high-density residential mixed-use neighborhood to the east on the north side of Franklin Boulevard, and the same uses, with the possible addition of civic uses, on the south side of Franklin Boulevard. In Subarea C:

a. Primary uses are permitted either as stand-alone uses or within a mixed-use building:

i. Office employment uses;

ii. Professional, scientific and technical commercial service uses; and

iii. Educational facilities.

b. Other uses are permitted either as stand-alone uses or within a mixed-use building. To preserve the office employment land supply, these other uses, in total, are limited to not more than 50 percent of the gross land area of Subarea C.

i. Hospitality uses provided they are located southwest of the intersection of Franklin and Glenwood Boulevards or fronting the proposed roundabout at the northwest side of the intersection of Glenwood and Franklin Boulevards.

ii. Civic uses, such as a fire station, provided they are located southwest of the intersection of Franklin and Glenwood Boulevards.

iii. High density residential housing affiliated with permitted educational facilities with a minimum density of 50 dwelling units per net acre, provided it is located on the north side of Franklin Boulevard, in the vicinity of Glenwood Boulevard.

c. Additional uses are permitted as secondary uses only within mixed-use buildings to provide some of the business-related needs of the primary uses. These uses are: retail sales and services; eating and drinking establishments; and personal service uses. To minimize the potential over-supply of commercial land inventory in proximity to commercial uses in Downtown Springfield or other commercial districts in Springfield, and to preserve the employment land supply, these uses are limited to:

i. The ground floor of a building;

ii. No more than 50 percent of the ground floor of a single building;

iii. No more than 50 percent of the total ground floor area of a development area; and

iv. No single commercial use shall occupy more than 10,000 square feet of gross floor area.

4. Employment Mixed-Use. Subarea D provides for office employment and light manufacturing employment uses with limited external impacts; that have riverfront views and points of access to the Willamette River; and that helps meet an identified need for employment land in Springfield. In Subarea D:

a. Primary uses are permitted either as stand-alone uses or within a mixed-use building: office employment uses; professional, technical and scientific commercial service uses; educational facilities; production, assembly, testing, and packaging functions associated with light manufacturing or technology uses; and a hospital.

b. Additional uses are permitted as secondary uses only within mixed-use buildings to provide some of the business-related needs of the primary uses. These uses are: retail sales and services; eating and drinking establishments; and personal service uses.

c. To minimize the potential over-supply of commercial land inventory in proximity to commercial uses in Downtown Springfield or other commercial districts in Springfield, and to preserve the employment land supply, the secondary commercial uses specified in Subsection 3.4-245 B.4.b. are limited to:

i. The ground floor of a building;

ii. No more than 50 percent of the ground floor of a single building;

iii. No more than 50 percent of the total ground floor area of a development area; and

iv. No single commercial use shall occupy more than 10,000 square feet of gross floor area.

d. Secondary warehousing and distribution functions associated with a primary light manufacturing use are permitted provided they are located on the same lot/parcel or in the same development area.

e. No residential uses are permitted.

5. Public Land and Open Space – Subareas A, B, C and D currently provide appropriate zoning for park facilities and public facilities. However, in the future, the Public Land and Open Space zone may be added as stated in Subsection 3.4-245A.1.c.

C. Applicable Overlay Districts:

1. The Floodplain Overlay District (Section 3.3-400);

2. The Hillside Overlay District (Section 3.3-500);

3. The Historic Overlay District (Section 3.3-900), as applicable; see also Subsection 3.4-270N.;

4. The Willamette Greenway Overlay District as it applies in Glenwood (Section 3.4-280); and

5. The Urbanizable Fringe Overlay District (Section 3.3-800) will continue to apply to all property outside of the city limits, within the Springfield Urban Growth Boundary, until such time that the property is annexed to the City.

SECTION 12: Section 3.4-250 is hereby added:

3.4-250 Schedule of Use Categories

In Subareas A, B, C and D, the following uses shall be permitted in the base zoning districts as indicated, subject to the provisions, additional restrictions and exceptions specified in this Code. Uses not specifically listed may be approved as specified in Section 3.4-260. Prohibited uses are listed in Section 3.4-255.

"P" = PRIMARY USE subject to the standards of this Code. Primary uses are defined in Section 6.1-110 as "the principal use approved in accordance with this Code that usually occupies greater than 50% of the gross floor area of a building or greater than 50% of a development area.

"S" = SECONDARY USE subject to the standards of this Code. Secondary uses are defined in Section 6.1-110 as "Any approved use of land or a structure that is incidental and subordinate to the primary use, and located on the same development area as the primary use. Secondary uses shall not occur in the absence of primary uses."

"N" = NOT PERMITTED

SITE PLAN REVIEW SHALL BE REQUIRED for all development proposals within Subareas A, B, C and D.

Categories/Uses	Residential Mixed-Use Subarea A	Commercial Mixed-Use Subarea B	Office Mixed-Use Subarea C	Employment Mixed-Use Subarea D

Categories/Uses	Residential Mixed-Use Subarea A	Commercial Mixed-Use Subarea B	Office Mixed-Use Subarea C	Employment Mixed-Use Subarea D
Accessory Uses				
A use or uses within a primary use building that is for the residents' or employees' benefit and that does not generally serve the public including, but not limited to: building maintenance facilities; central mail rooms; child care; conference rooms; employee restaurants and cafeterias; indoor recreation areas; and indoor recycling collection centers.	**P**	**P**	**P**	**P**
Commercial/Retail				
Eating and drinking establishments whose principal activity involves the sale and/or service of prepared foods and beverages directly to consumers including, but not limited to: bakeries; cafes; delicatessens; restaurants; coffee shops; brew pubs; and wine bars.	**S**	**P**	**S**	**S**
Personal services whose principal activity involves the care of a person or a person's apparel including, but not limited to: fitness centers; spas; hair stylists; shoe repair; dry cleaners; tailors; and daycare.	**S**	**P**	**S**	**S**
Professional, scientific, research and technical services are small-scale commercial office enterprises whose principal activity involves providing a specialized service to others. These activities can be housed in office storefronts, office buildings, or in residential or live/work units where such residential use is permitted by this Code and include, but are not limited to: legal advice and representation; accounting and income tax preparation; banking; architecture; engineering; design and marketing; real estate; insurance; physicians; and counselors.	**S**	**P**	**P**	**P**
Retail Sales and Services are commercial enterprises whose principal activity involves the sale and/or servicing of merchandise (new or reused), directly to consumers. Examples include, but are not limited to: bookstores; grocers; pharmacies; art galleries; florists; jewelers; and apparel shops.	**S**	**S**	**S**	**S**
Educational facilities (1)				
Public/Private educational facilities for primary and secondary education	**S**	**N**	**N**	**N**
Public/Private educational facilities that include, but are not limited to: higher education aimed at adults; business, professional, technical, trade and	**N**	**P**	**P**	**P**

Categories/Uses	Residential Mixed-Use Subarea A	Commercial Mixed-Use Subarea B	Office Mixed-Use Subarea C	Employment Mixed-Use Subarea D
vocational schools; job training; and vocational rehabilitation services.				
Employment				
Business Parks	**N**	**N**	**P**	**P**
Hospitals	**N**	**N**	**N**	**P**
Light Manufacturing uses engaged in the manufacture (predominantly from previously prepared materials) of finished products or parts including processing, fabrication, assembly, treatment, testing, and packaging of these products. The uses are not potentially dangerous or environmentally incompatible with office employment uses and all manufacturing uses, and storage of materials occurs entirely indoors. These uses include, but are not limited to: manufacture of electronic instruments, preparation of food products, pharmaceutical manufacturing, and research and scientific laboratories.	**N**	**N**	**N**	**P**
Office Employment uses are typically housed in buildings where there is limited interaction between the public and the proprietor. These uses are associated with the performance of a range of administrative, medical, high tech, nanotechnology, green technology, pharmaceutical and biotechnology, information technology, information management, and research and development functions. These uses include, but are not limited to: call centers, corporate or regional headquarters, physicians' clinics, software development, media production, data processing services, and technical support centers.	**N**	**P**	**P**	**P**
Recycling facilities that occur completely within buildings and are located only on the west side of McVay Highway.	**N**	**N**	**N**	**P**
Warehousing and distribution uses for the storage and regional wholesale distribution of manufactured products and for products used in testing, design, technical training or experimental product research and development permitted in conjunction with business headquarters.	**N**	**N**	**N**	**S**

Categories/Uses	Residential Mixed-Use Subarea A	Commercial Mixed-Use Subarea B	Office Mixed-Use Subarea C	Employment Mixed-Use Subarea D
Hospitality				
Conference/Visitor Centers include, but are not limited to: conference hotels; visitor information centers; museums; and conference/exposition centers.	**N**	**P**	**N**	**N**
Hotels include, but are not limited to: inns, bed and breakfasts, guesthouses, extended stay hotels or apartment hotels, limited service hotels, and full service hotels. Hotels may be converted to apartments where such residential use is permitted by this Code and the Oregon Structural Specialty Code, related building codes, fire codes and referenced standards in effect at the time of application for a building permit.	**N**	**P**	**P**	**N**
Residential (high-density)				
Residential occupancy of a dwelling unit by a household that includes, but is not limited to: apartments, condominiums, live/work units, lofts, row houses, townhouses, and elderly-oriented congregate care facilities.	**P**	**P**	**P**	**N**
Parking				
Public or private parking lots/structures	**S**	**S**	**S**	**S**
Public Open Space				
Riverfront Linear Park/Multi-Use Path	**P**	**P**	**P**	**P**
Park Blocks to include recreational facilities and stormwater management facilities.	**P**	**N**	**N**	**N**
Public Utilities and Other Public Uses				
Low Impact Facilities are any public or semi-public facility that is permitted subject to the design standards of this Code, including, but not limited to: wastewater; stormwater management; electricity and water to serve individual homes and businesses; other utilities that have minimal olfactory, visual or auditory impacts; street lights; and fire hydrants.	**P**	**P**	**P**	**P**
Public uses including, but not limited to: fire and police stations.	**N**	**N**	**P**	**N**
Wireless Telecommunications Systems Facilities.				

Categories/Uses	Residential Mixed-Use Subarea A	Commercial Mixed-Use Subarea B	Office Mixed-Use Subarea C	Employment Mixed-Use Subarea D
Only flush mounting the entire antenna on a building shall be permitted if: the connecting cables cannot be seen; they are color matched to the building; and they match the façade of the building. If conditions do not favor flush mounted antennas, a stand-alone monopole antenna not more than 15 feet high, measured from the place of attachment on the roof, shall be permitted if the antenna is set back so that it cannot be seen from street.	**P**	**P**	**P**	**P**

(1) Educational facilities include, but are not limited to: classrooms, auditoriums, labs, gyms and libraries.

SECTION 13: Section 3.4-255 is hereby added:

3.4-255 Prohibited Uses

The following uses shall be prohibited within the Glenwood Riverfront Mixed-Use Plan District:

PROHIBITED USES
Agricultural machinery rental/sales/service
Auto parts, tires, batteries, and accessories
Auto/truck sales/rental/service
Warehouse Commercial Retail Sales (Big box stores)(1)
Car and truck washes
Drive through facilities (2)
All equipment rental/sales/service facilities
Exterior display and storage of merchandise (3)
Free-standing wireless communication towers
Key/card lock fuel facilities
Light manufacturing uses that cannot meet the operational performance standards specified in Section 3.4-270
Manufactured dwelling sales/service/repair
Mini-warehouse storage facilities
Motels
Motor freight terminals
Moving and storage facilities
Recreational vehicle and heavy truck sales/rental/service
Service stations and gas stations
Tires, sales/service
Transit park and ride facility
Truck and auto repair and painting facilities

(1) A "big-box store" (also called supercenter, superstore, or megastore) is a physically large retail establishment, usually part of a chain, and generally more than 50,000 square feet in size. The term sometimes also refers, by extension, to the company that operates the store. Examples include large department stores and specialty retailers such as Wal-Mart, Target, Best Buy and Ikea and/or home improvement centers such as Lowes or Home Depot.

(2) **EXCEPTION:** Along McVay Highway in Subarea D south of the Union Pacific railroad trestle and outside of the nodal development area, drive through facilities shall be permitted if they are in compliance with the following criteria:

- **(a)** The applicant can demonstrate that the drive-through facility is not the primary method of selling or servicing;
- **(b)** A maximum of one drive-through lane or window is proposed;
- **(c)** The development meets all other requirements of Section 3.4-275.
- **(d)** The drive-through lane or window and the associated access drive do not cross pedestrian walkways from the public sidewalk to the sidewalk serving the primary building entrance of any business on the site and are designed to minimize disruption of on- and off-site pedestrian and bicycle traffic.

(3) **EXCEPTION:** Outdoor seating for restaurants and pedestrian-oriented accessory uses, including flower, food, or drink stands shall be permitted. Temporary public gatherings including, but not limited to: open-air markets and festivals shall also be permitted as specified in the Springfield Municipal Code.

SECTION 14: Section 3.4-260 is hereby added:

3.4-260 Use Interpretations

A. The use categories listed in Section 3.4-250 include examples that illustrate permitted uses within the particular category. A specific use not identified within a category will be permitted by the Director without a formal review, as permitted in ORS 227.160 (2)(b) and (11), if:

1. A finding is made that the proposed use meets the intent of the category as defined in Section 3.4-250;

2. The use has impacts to surrounding properties and City infrastructure that are similar in type and magnitude to the other permitted uses typical of the category; and

3. The Director enters the decision into a registry on file in the Development Services Department. The registry shall be made available to the public upon request and shall contain the following information:

- **a.** The street address or other easily understood geographic reference to the property upon which the specific use will occur;
- **b.** The date of the decision; and
- **c.** A description of the decision made.

4. Use interpretations made under this Section are subject to the jurisdiction of the Land Use Board of Appeals in the same manner as a limited land use decision.

B. Uses that the Director determines cannot be readily interpreted as specified in Subsection 3.4-260A. will be processed as a formal interpretation as specified in Section 5.11-100.

SECTION 15: Section 3.4-265 is hereby added:

3.4-265 Base Zone Development Standards

The following base zone development standards are established for the Glenwood Riverfront Mixed-Use Plan District.

	Zoning Districts			
Development Standards	**Residential Mixed-Use Subarea A**	**Office Mixed-Use Subarea B**	**Commercial Mixed-Use Subarea C**	**Employment Mixed-Use Subarea D**
Minimum Development Area: (1)	5 acres	5 acres	5 acres	5 acres
Minimum Lot/Parcel Size:	None	None	None	None
Minimum Street Frontage: (2)	None	None	None	None
Maximum Lot/Parcel Coverage:	None	None	None	None
Minimum Density: (3)	50 du/net acre	50 du/net acre	N/A	N/A
Setbacks:				
Build-to Lines/Building Setbacks	Subsection 3.4-275H.	Subsection 3.4-275H.	Subsection 3.4-275H.	Subsection 3.4-275H.
Landscape/Screening Setbacks	Subsection 3.4-270F.	Subsection 3.4-270F.	Subsection 3.4-270F.	Subsection 3.4-270F.
Minimum/Maximum Building Height:	Subsection 3.4-275D.	Subsection 3.4-275D.	Subsection 3.4-275D.	Subsection 3.4-275D.
Additional Standards:	**(4)(5)(6)(7)**	**(4)(5)(6)(7)**	**(4)(5)(6)(7)**	**(4)(5)(6)(7)**

(1) Minimum Development Area. In the Franklin Riverfront, the minimum development area is necessary due to the number of small lots/parcels and the need to establish the local street grid and park blocks. In the McVay Riverfront, the minimum development area is necessary due to the number of small lots/parcels and in order to prevent piecemeal development of a number of large lots/parcels for compliance with Springfield Commercial and Industrial Buildable Lands Inventory, Economic Opportunities Analysis, and Economic Development Objectives and Implementation Strategies findings. **EXCEPTIONS:**

(a) The developer may submit a letter to the Director stating that either abutting property owners are not willing to participate in the assembly of the minimum 5 acre development area; or there are smaller properties that cannot meet the 5 acre standard (for example, on the south side of Franklin Boulevard or on the west side of McVay Highway).

(b) Parks, when phased and public facilities shall be exempted from the minimum development area standard.

(c) In Subarea D where there are lots/parcels larger than 5 acres, land divisions will not be permitted until a Final Site Plan or Final Master Plan application is approved by the City.

(2) While there is no minimum frontage standard, all lots/parcels shall have frontage on a public street unless the proposed development has been approved as part of a Master Plan, Site Plan or land division, and access has been guaranteed via a private driveway with an irrevocable joint use/access easement agreement as specified in Subsection 4.2-120A.

(3) The density standard applies to high-density residential housing in those Subareas where this type of housing is required or permitted. See Subsections 3.4-245B.1.a. and 3.4-245B.2.b. There is no maximum density.

(4) Where an easement is larger than the required setback standard, no building or above grade structure, except a fence, may be built upon or over that easement.

(5) When additional right-of-way is required, whether by City Engineering standards, the Metro Plan (including the TransPlan), or the City's Conceptual Street Plan, setbacks are based on future right-of-way locations. Right-of-way shall be dedicated prior to the issuance of any building permit that proposes parking spaces.

(6) Architectural extensions including but not limited to: cornices; eave overhangs; and porches and balconies extending beyond an exterior wall of a building may protrude into any 5-foot or larger setback area or build-to line by not more than 2 feet.

SECTION 16: Section 3.4-270 is hereby added:

3.4-270 Public and Private Development Standards

The following public and private development standards are established for the Glenwood Riverfront Mixed-Use Plan District:

A. Public Streets, Alleys and Sidewalks
B. Street Trees and Curbside Planter Strips
C. Lighting
D. Bicycle Facilities
E. Multiuse Path
F. Private Property Landscape Standards
G. Vehicle/Bicycle Parking and Loading Standards
H. Wastewater Facilities and Services
I. Stormwater Facilities and Services
J. Public Park and Open Space Facilities
K. Location of Transit Stations
L. Signs
M. Light Manufacturing Operational Performance Standards
N. Historic and Cultural Resources

A. Public Streets, Alleys and Sidewalks.

1. Public Streets, alleys and sidewalks in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation Chapter and designed and constructed as specified in the Springfield Engineering Design Standards and Procedures Manual.

2. Applicable Glenwood Refinement Plan Transportation Policies and Implementation Strategies shall be as specified in Appendix 3. The following is an overview of the Glenwood Riverfront street network:

a. Franklin Riverfront Arterial Street. Franklin Boulevard shall be designed and constructed as a hybrid multi-way boulevard.

b. Franklin Riverfront Local Street Network. A grid street pattern shall be designed and constructed to include north-south through streets, park block streets, a riverfront street, east-west service streets and alleys as specified in Subsection 3.4-270A.2.d.

c. Franklin Riverfront Block Length. Block length and width shall range from 250 to 350 feet.

EXCEPTION: Park block width (east-west) shall be a minimum of 150 feet. However, the City and Willamalane will seek to minimize park block width prior to the submittal of development applications as specified in Subsection 3.4-270J.4.b.

d. Franklin Riverfront Mid-block Connectors/Alleys. Mid-block connectors or alleys shall be designed and constructed either mid-way or every 250 to 350 feet in those larger blocks that exceed the block length standard specified in Subsection 3.4-270A.2.c. In addition, alleys shall be limited to the grid street pattern area described in Subsection 3.4-270A.2.b., and shall be used as specified in Subsection 3.4-270G.11.

e. In the Franklin Riverfront, the developer shall coordinate with the City to allow temporary access to properties prior to the establishment of the required grid street system. Temporary access will be reviewed and approved during the Site Plan Review process. As the grid system is established, the developer shall be required to remove the temporary access at their own expense, while establishing the required grid street system as specified in the Glenwood Refinement Plan and the Springfield Engineering Design Standards and Procedures Manual.

f. McVay Riverfront Arterial Street. McVay Highway shall be designed and constructed as a multi-modal facility. In consideration of significant infrastructure improvements required along the frontage of McVay Highway and the uncertainty as to the timing of these improvements, an Improvement Agreement may be accepted in lieu of completing frontage improvements at the time of development approval. In the case of property requiring annexation to the City, the terms of making the improvement***s*** shall be described in the Annexation Agreement.

g. McVay Riverfront Local Street Network.

i. Primary access from McVay Highway shall be from east-west streets in the vicinity of East 19th Avenue, Nugget Way and the south end of Glenwood.

ii. A grid street pattern may be accomplished by incorporating north-south streets as specified in Subsection 3.4-270A.2.b. or by shared private driveways.

3. Construction and design of public streets, alleys and sidewalks shall be as specified in the Springfield Engineering Design Standards and Procedures Manual.

B. Street Trees and Curbside Planter Strips. Applicable Glenwood Refinement Plan Transportation Policies and Implementation Strategies shall be as specified in Appendix 3. Street trees, especially those that provide shade, and curbside planter strips in the public right-of-way shall be as specified in the Springfield Engineering Design Standards and Procedures Manual. Therefore, street trees will not be subject to the regulations of this Section and will not be counted toward any landscaping required by this Section. As a general rule, street trees shall be selected on the basis of providing shade and have a size relationship with the street landscape (e.g., the wider the street, the larger the trees). Trees at least 40 feet tall at maturity are required for pedestrian areas. Design considerations shall be focused on space requirements of the selected trees at all phases of their life cycle. Scale, soils, underground obstruction, overhead constraints, branch height, mature tree size, and shadow patterns are examples of design considerations. Proposed tree species shall provide continuity between one site and the next in the same block. Street trees shall be placed either directly in planter strips or within tree wells located between the sidewalk and the curb as specified in the Springfield Engineering Design Standards and Procedures Manual. Street trees and planter strips in the public right-of-way shall be shown on the required Site Plan.

C. Lighting.

1. Applicable Glenwood Refinement Plan Transportation Policies and Implementation Strategies shall be as specified in Appendix 3. Decorative public street lighting and pedestrian level lighting, as may be permitted in the Springfield Engineering Design Standards and Procedures Manual, shall be included with all new developments or redevelopment.

2. Private on-site lighting shall comply with the Illuminating Engineering Society of North America recommended practices and shall:

a. Be the minimum illumination necessary for a given application, including parking areas, as specified in Subsection 3.4-270G.9.d.;

b. Be shielded or recessed so that direct glare and reflection are contained within the boundaries of the property; and directed downward and away from abutting properties, public rights-of-way, and riparian zones, wetlands and other protected areas identified in this Code;

c. Create a safe and secure environment for pedestrians and bicyclists during hours of darkness and reduce or prevent light pollution by minimizing glare; and

d. Provide private on-site pedestrian level lighting, whether free standing or attached to a building. Private on-site pedestrian level lighting is distinct from public street lights described in Subsection 3.4-270C.1. because it is intended to light private property rather than public streets. The height of a free-standing or attached light fixture shall be 12-14 feet and in no case shall exceed 25 feet or the height of the permitted building or structure, whichever is less. In this case, height is measured as the vertical distance between the paved surface or finished grade and the bottom of the light fixture.

D. Bicycle Facilities. Bicycle facilities shall be required: off-street as part of the multi-use path as specified in Subsection 3.4-270E.; on-street; or as part of a mid-block connector.

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

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

3. Bicycle facilities including, but not limited to: mid-block connectors and on-street markings, shall be designed and constructed as specified in the Springfield Engineering Design Standards and Procedures Manual and the Springfield Standard Construction Specifications.

4. Bicycle parking shall be as specified in Table 3.4-2.

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

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

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

3. The multi-use path shall be designed and constructed as specified in the Springfield Engineering Design Standards and Procedures Manual and the Springfield Standard Construction Specifications.

F. Private Property Landscape Standards.

1. Purpose. The City recognizes the aesthetic, ecological and economic value of landscaping. This Subsection establishes private property landscaping standards in the Glenwood Riverfront in order to provide:

a. The establishment of a sense of place;

b. The preservation and enhancement of the Glenwood Riverfront's urban forest on especially on hillsides;

c. The retention of significant clusters of riparian vegetation along watercourses;

d. The promotion, retention and use of existing non-invasive vegetation;

e. The restoration of natural plant communities and the provision of habitat through sustainable landscaping and controlling invasive species;

f. The mitigation for loss of natural resource values;

g. Erosion control;

h. The reduction of stormwater runoff pollution, temperature, and rate and volume of flow;

i. The minimization of impervious surface impacts;

j. The promotion of compatibility between land uses by reducing the visual, noise and lighting impacts of specific development on users of the site and abutting uses;

k. The promotion of safety, security, and privacy;

l. On-site open space, pedestrian pathway definition and residential/business entry identification;

m. Opportunities for energy conservation by providing shade from the sun and shelter from the wind; and

n. The retention and/or growth of long-term property values.

2. Applicability.

a. The landscaping standards of this Subsection shall apply to all private property (property located outside of public right-of-way) in the Glenwood Riverfront as follows:

i. New development;

ii. Redevelopment including expansions of use;

iii. A change of use for existing buildings where the landscaping is nonconforming; and

iv. A change of use that results in the need to supply additional on-site parking or loading areas, or that modifies the driveway location.

EXCEPTION Portions of private property within the Willamette Greenway Overlay District, as specified in Section 3.4-280, shall comply with riparian/wetland protection standards specified in Sections 4.3-115 and 4.3-117 and the Springfield Engineering Design Standards and Procedures Manual.

b. All portions of a development area that are not used for buildings, parking, internal sidewalks, mid-block connectors or other impervious surfaces shall be landscaped as specified in Subsection 3.4-270F.4.a.

3. General Landscaping Standards.

a. Minimum Standards. The landscaping standards for the Glenwood Riverfront shall be minimums; higher standards can be substituted, provided all fence, wall or vegetation height limitations specified in this Section are met. Crime prevention should be considered when exceeding the landscaping standards because the height and density of vegetation may become a safety and/or visibility issue.

b. Protection of Existing Vegetation. Existing vegetation may be used to meet the landscape standards if relocated on-site and/or protected and maintained during the construction phase of the development as specified in Subsections 3.4-270F.5. and 6. Any necessary tree felling shall comply with Section 5.19-100.

c. Selection of Materials. Landscape materials shall be selected and sited to produce a hardy and drought-resistant landscape area. Selection shall include consideration of the soil type and depth; the amount of maintenance required; spacing; exposure to the sun and wind; the slope and contours of the site; and compatibility with existing native vegetation preserved on the site. Shrubs resembling trees shall not be used to meet the tree standards.

d. Plant Diversity.

i. Shrubs. If there are more than 25 required shrubs, no more than 75 percent of them shall be of one species.

ii. Trees. If there are more than 8 required trees, no more than 40 percent of them shall be of one species. If there are more than 24 required trees, no more than 25 percent of them can be of one species. This standard does not apply to existing trees that are counted towards meeting the total number of trees required.

e. Specific Tree Standards.

i. In any required landscape area, trees shall be suitable for this region as may be approved during the land use review process. At the time of planting, deciduous trees shall be a minimum 2 inches in caliper and permitted conifer trees shall be fully branched, between 4-6 feet in height. Spacing and time of coverage of trees shall be as specified in Subsection 3.4-270F.4.

ii. The categories of trees are defined as follows:

(a) Large trees in the public right-of-way or on private property are those trees over 40 feet tall and more than 35 feet wide branching at maturity;

(b) Medium-sized trees on private property are those trees 25 feet to 40 feet tall and 16 feet to 35 feet wide branching at maturity; and

(c) Small or narrow-stature trees on private property are those trees less than 25 feet tall and less than 16 feet wide branching at maturity.

f. Specific Shrub and Ground Cover Standards.

i. All of the landscaped area that is not planted with trees and shrubs shall be planted in ground cover plants, which may include grasses. Mulch (as a ground cover) shall be confined to areas underneath plants and shall not be a substitute for ground cover plants.

ii. All shrubs shall be of sufficient size and number to meet the required height and coverage standards of this Subsection within 4 years of planting, unless otherwise specified in Subsection F.4. Shrubs shall be at least the one-gallon container size at planting.

iii. Ground cover plants other than grasses or sod shall be:

(a) At least the 4 inch pot size;

(b) Planted in triangular spacing at distances appropriate for the plant species; and

(c) Planted at a density that will cover the entire area within 3 years, unless otherwise specified in this Section.

iv. Any plants listed on the Nuisance Plants List as specified in the Springfield Engineering Design and Procedures Manual shall be prohibited from being planted in the Glenwood Riverfront.

g. Installation.

i. Landscaped area preparation. All new required landscaped areas shall be cleared of groundcover and shrubs on the Nuisance Plants List as specified in the Springfield Engineering Design and Procedures Manual.

ii. All required landscaping shall be in-ground or in permanent raised planters.

iii. All landscaping shall be installed according to accepted planting procedures:

(a) All plant materials shall conform in size and quality grade to the *American Standard for Nursery Stock*, current edition; and

(b) All plant material shall be installed according specifications prepared by a Landscape Architect or certified landscape professional based on the site, context, soil type, exposure, maintenance plan and this Section.

iv. Topsoil removed during construction shall be replaced with topsoil.

v. Plant materials shall be properly supported to ensure survival. Support devices, including guy wires or stakes, shall not interfere with vehicle or pedestrian movement and shall be left in place until the plant materials can safely support themselves.

vi. All required landscaping shall be installed prior to the issuance of an Occupancy Permit. Alternatively, if the landscaping standards of this Subsection cannot be met, other arrangements shall be made and approved as specified in Section 5.17-150.

h. Maintenance.

i. All landscape materials shall be guaranteed by the property owner for a period of one 12 month growing season from the date of installation. A schedule of continuing maintenance of plantings shall be submitted and approved with the Final Site Plan application.

ii. Unless otherwise provided by the lease agreement, the owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping, which shall be:

(a) Maintained in good condition to present a healthy, neat and orderly appearance;

(b) Replaced or repaired as necessary beyond the guarantee period specified in Subsection F.3.h.i; and

(c) Kept free from refuse and debris.

iii. The Director may require a site inspection to determine if the height and coverage of required landscaping has been established as required by the applicable 2-4 year maturity time line.

iv. Unless prohibited by this Code, all groundcover, shrubs and trees in landscaped areas shall be controlled by pruning or trimming so that they will not:

(a) Interfere with the maintenance or repair of any public utility;

(b) Restrict pedestrian or vehicle access; or

(c) Constitute a traffic hazard because of reduced visibility.

EXCEPTION: Pruning and trimming in riparian and wetland areas shall be as specified in Sections 4.3-115 and 4.3-117 and/or the Springfield Engineering Design Standards and Procedures Manual.

v. Tree topping is an extreme form of crown reduction and shall be prohibited within the Greenway Setback Line and any riparian or wetland area unless necessary for health and/or safety reasons as determined by a certified Arborist. In other areas of the Glenwood Riverfront, tree topping may be permitted under the following circumstances: if a tree smaller than 8 inches in diameter is topped, it shall be replaced in kind; if a tree 8 inches or larger in diameter is topped, the owner shall have a certified Arborist develop and carry out a 5-year pruning schedule.

EXCEPTIONS: Tree topping shall be permitted to:

(a) Remove a safety hazard that has the potential to cause personal injury, damage to property or the environment. Examples of safety hazards include, but are not limited to those listed in Subsection 3.4-270F.3.h.iii.; and/or

(b) Remove dead or diseased material as determined by a certified Arborist.

i. Irrigation. The intent of this standard is to ensure that plants will survive the critical establishment period when they are most vulnerable due to lack of watering. All landscaped areas shall provide an irrigation system as follows:

i. A permanent built-in irrigation system with an automatic controller; or

ii. An irrigation system designed and certified by a licensed Landscape Architect or certified landscape professional as part of the Landscape Plan that provides sufficient water to ensure that the plants will become established. The system does not have to be permanent if the plants chosen can survive adequately on their own once established; or

iii. Irrigation by hand. If the applicant chooses this option, the inspection required in Subsection 3.4-270F.3.h.i.(c) shall ensure that the landscaping has become established.

iv. The following options will be encouraged in order to reduce the amount of potable water used for landscape irrigation by the use of:

(a) Captured rainwater;

(b) Recycled wastewater;

(c) Water treated and conveyed for non-potable uses; and/or

(d) Other non-potable water sources including, but not limited to: stormwater; air conditioning condensate; irrigation wells; and foundation drain water.

v. The final irrigation plan diagram, if necessary, shall be submitted with the Final Site Plan Review application.

4. Landscape Standard Categories.

a. The L1 standard is a landscape treatment that enhances open areas between buildings and in required setbacks or screening areas specified in Subsection 3.4-270F.2.b.; and along pedestrian mid-block connectors. While primarily consisting of ground cover plants, the L1 standard also includes a mixture of trees, high shrubs, and low shrubs. The tree standard shall be one large tree per 30 linear feet, one medium tree per 22 linear feet, or one small tree per 15 linear feet for each 1,000 square feet of landscaped area. Trees of different sizes may be combined to meet the standard. Trees may be grouped. The shrub standard shall be either two high shrubs or three low shrubs for each 400 square feet of landscaped area. The shrubs and trees may be grouped. Ground cover plants shall fully cover the remainder of the landscaped area. The L1 standard shall comply with the vision clearance standards specified in Section 4.2-130.

EXCEPTION: The L1 tree standard will not be required within setbacks of less than 5 feet at building entry ways.

b. The L2 standard is a landscape treatment to screen different abutting uses and parking lots, utilities, and trash and recycling bin areas. The L2 standard shall be applied as specified in Subsection 3.4-270F.4.b.i. along public streets and private driveway frontages where parking lots are permitted, specifically in Subarea D, south of the Union Pacific railroad trestle and outside of the nodal development area; common property lines and/or rear property lines; or at the interface of the linear park where there are no property lines. The L2 standard shall be applied as specified in Subsection 3.4-270F.4.b.ii. for screening trash containers and recycling facilities. The L2 standard shall comply with the vision clearance standards specified in Section 4.2-130. The prescribed heights of required fences, walls or landscaping shall be measured from the actual adjoining level of finished grade.

i. Separation of Uses. The L2 standard shall be designed to separate and mitigate the impact of abutting uses; and separate parking lots from public rights-of-way and private common driveways to allow surveillance of the lot from the street or driveway, where visibility into areas is more important than a total visual screen. The intent is to partially conceal parked vehicles from public view. The L2 standard screening shall be set back 10 feet along the front property line and 7 feet along side and rear property lines, and driveways, where applicable. In this case, the L2 standard shall require:

(a) Enough evergreen shrubs to form a continuous screen 3 feet high within 2 years of planting. The shrubs shall be properly maintained and shall be replaced with new shrubs when the screen ceases to serve the purpose of obscuring the view. For security, the screen may be combined with a decorative wrought iron fence along the property line fronting a street, common private driveway or the Willamette River; or a black coated chain link fence along any side or rear property line that does not front the Willamette River. Permitted fences shall not exceed 6 feet in height. Other chain link fences, slats, wood fences, electrified fences and fences with barbed wire or razor wire shall be prohibited.

(b) One large tree shall be required per 30 linear feet of landscaped area, one medium tree per 22 linear feet of landscaped area, or one small tree per 15 linear feet of landscaped area. Trees of different sizes may be combined to meet the standard.

(c) Ground cover plants shall fully cover the remainder of the landscaped area. At least 10 five-gallon shrubs or 20 one-gallon shrubs shall be planted for each 1,000 square feet of the required screening area. The remaining area shall be planted in lawn or other living ground cover.

(d) Walls.

(1) A 3-foot high decorative wall at least 6 inches thick may be substituted for the shrubs specified in Subsection 3.4-270F.4.b.i.(a), but the trees and ground cover plants shall still be required. A decorative wall may be constructed of materials including, but not limited to: stone; rock; textured concrete masonry; pre-cast or site-cast concrete, brick, or a combination of these materials ;and shall include a cap, or may consist of materials that complement the facade of the building.

(2) In the case of an outdoor utility yard as permitted in Subsection 3.4-270M.1. and parking areas for medium and heavy duty trucks as permitted in Table 3.4-1(2), a decorative wall shall be at least 8 feet tall.

(e) Any wall or fence shall be placed along the interior side of the landscaped area, outside of any public utility easement.

EXCEPTION: A required screen shall not be permitted within the Greenway Setback Line, as specified in Section 3.4-280.

ii. Screening Trash and Recycling Bins. Screening shall be designed to conceal large outdoor items including, but not limited to: skids and pallets, as well as the trash containers and recycling facilities that are needed for the business or residential use. Trash containers and recycling facilities shall:

(a) Not be visible from streets and adjacent properties;

(b) Be provided with either a solid enclosure on all sides at least 6 feet tall with a gate that blends into the building design or a combination of a solid enclosure and shrubs that complies with Subsection F.4.b.i;

(c) Not be located in vehicle parking stalls;

(d) Not be located within required landscape areas; and

(e) Not block driveways.

iii. Screening Utilities. Ground-mounted utility equipment including, but not limited to: exterior transformers; mechanical units such as condensers and generators; switch gear; backflow preventers; utility pads; cable television; and telephone pedestals shall be placed

underground or within buildings, where practicable. When placed above ground, equipment shall be located to minimize visual impact and screened with either: an enclosure that blends with the proposed building design; landscaping; or both. When enclosures are used, they shall be tall enough to completely screen the equipment at the time of the equipment installation. Groundcover and shrubs, planted tall enough to completely screen the equipment and any required cover, shall attain 50 percent coverage after 2 years and 100 percent coverage within 4 years.

a. The L3 standard is a landscape treatment that applies within parking lots, including interior courts, but not including any required landscape setbacks necessary for screening, as specified in Subsection F.4.b.i. At least 10 percent of the interior of a parking lot shall be landscaped. The L3 standard serves three purposes: to eliminate storm water runoff through infiltration swales and other measures; to provide shade; and for screening. Water quality features may be incorporated into planter islands and required setbacks. The L3 standard shall comply with the vision clearance standards specified in Section 4.2-130.

i. Infiltration planter islands, infiltration planter basins between parking aisles, infiltration tree wells and required parking lot setbacks shall be used to accommodate storm water runoff as specified in the Springfield Engineering Design Standards and Procedures Manual.

ii. Wheel Stops. Secured wheel stops or rubber parking blocks shall be placed to prevent vehicles from overhanging a landscaped infiltration area or setback. Wheel stops shall be designed to allow runoff to enter the landscaped infiltration area.

iii. L3 Standard - Trees. Trees of different sizes may be combined to meet this standard. In order to provide a canopy effect, one of the following options may be selected:

(a) At a minimum, one large tree per 4 parking spaces; or

(b) At a minimum, one medium tree per 3 parking spaces.

iv. L3 Standard – Shrubs and Ground Cover Plants. At a minimum, one medium to small shrub per space shall be required. The remainder of the area shall be planted in ground cover plants.

5. Existing Mature Vegetation and Healthy Trees, excluding those plants on the Nuisance Plants List as specified in the Springfield Engineering Design and Procedures Manual, shall be retained to the maximum extent practicable. However, plantings intended to mitigate for the loss of natural resource values shall be subject to applicable standards as specified in Sections 3.4-280, 4.4-115, 4.4-117 and the Springfield Engineering Design Standards and Procedures Manual.

6. Preserving Existing Trees and Vegetation. When the developer proposes to retain existing trees and vegetation outside of riparian and wetland areas to meet the applicable landscape category standards, as specified in the Sections referenced in Subsection 3.4-270F.5., tree and vegetation preservation specifications shall be included in the Landscape Plan submitted during the Site Plan Review process.

a. Credits for preserving existing trees shall accrue on a 1-to-1 basis, based on the size of the tree being preserved, as defined in Subsection 3.4-270F.3.e.ii.

b. The Landscape Plan shall include a separate written statement and a site plan for preserving existing trees and vegetation. All of the following elements shall be included:

i. A written statement that:

(a) States the trees and vegetation proposed to be preserved are healthy, and/or can be relocated on-site as determined by a certified Arborist;

(b) Provides an explanation of the method for the protection of existing trees and vegetation to remain during the construction process; and, if necessary

(c) Requests any credits for preserving existing trees.

ii. The Plan shall be drawn to scale and show all trees proposed to be preserved on the site, and their species, diameter and drip lines.

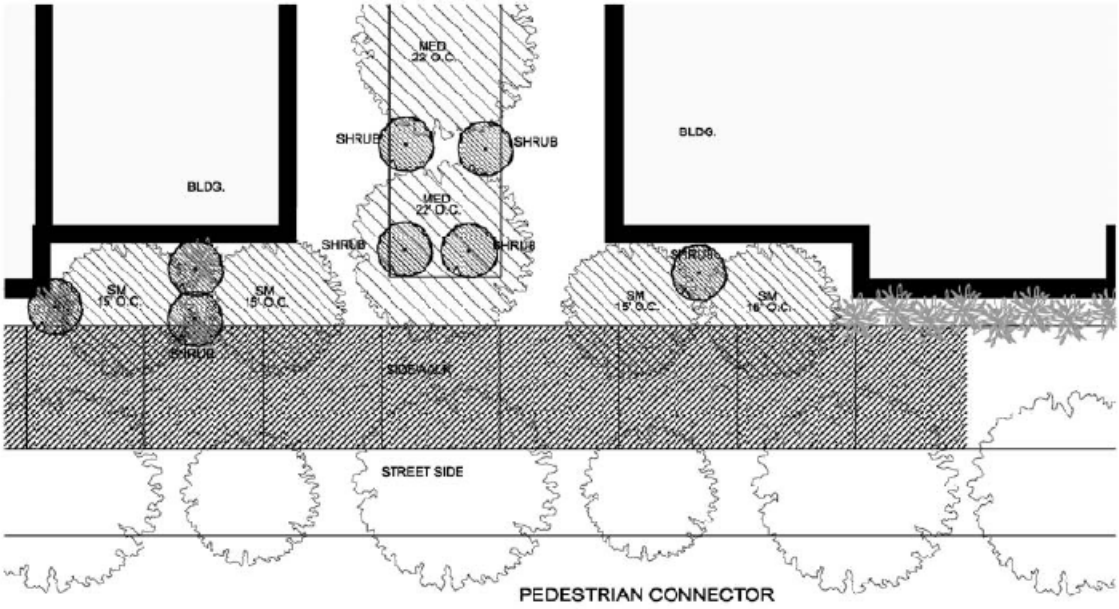
iii. Site construction shall not be allowed within the drip lines of trees that are to remain. Preserved vegetation shall not be disturbed. Finish grade shall be at the original grade, or a well or planter shall be constructed that is equal to or larger in size than the drip line.

EXCEPTION: These statements shall not preclude the construction of walkways within the drip lines of trees if they are part of the proposed development.

iv. Upon approval of the Landscape Plan as part of the Site Plan Review process, the trees and vegetation proposed to be preserved shall be noted on the property, prior to construction.

L1 STANDARD

PLAN



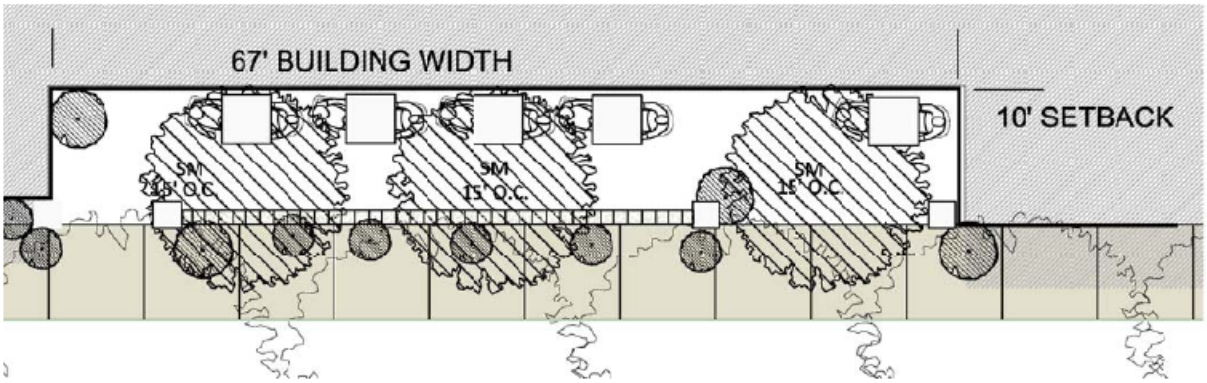
L1 STANDARD

PEDESTRIAN CONNECTOR
ELEVATION

LANDSCAPE
FIGURE 4-1
Ref. Section 3.4-270G.4.a.
ILLUSTRATIVE ONLY

L1 STANDARD

SETBACK PLAN



L1 STANDARD

SETBACK ELEVATION

LANDSCAPE

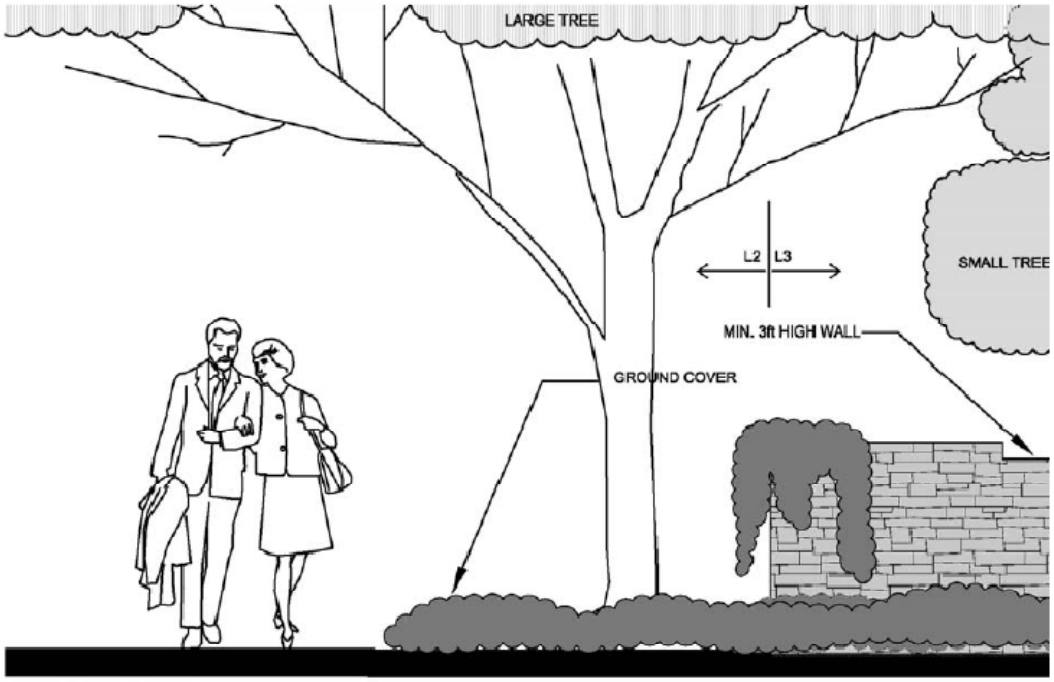
FIGURE 4-2

Ref. Section 3.4-270G.4.a.

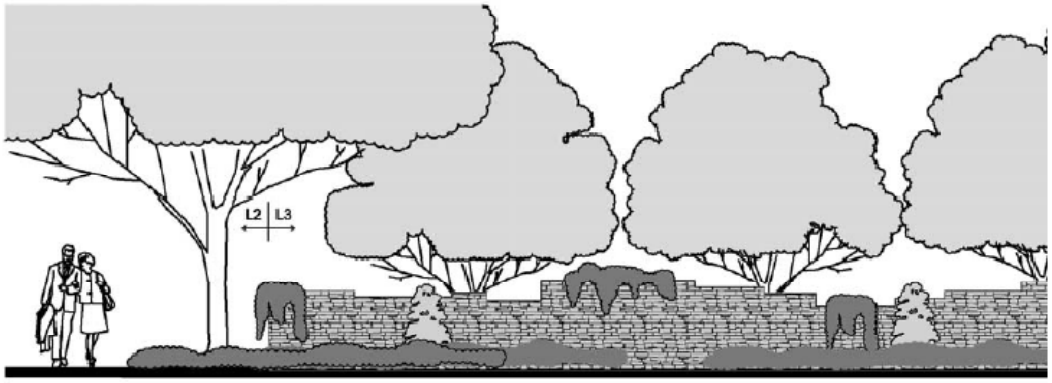
ILLUSTRATIVE ONLY

L2 LANDSCAPE STANDARD

PEDESTRIAN VIEW



PEDESTRIAN VIEW OF PARKING



STREET OVERALL VIEW OF PARKING

LANDSCAPE

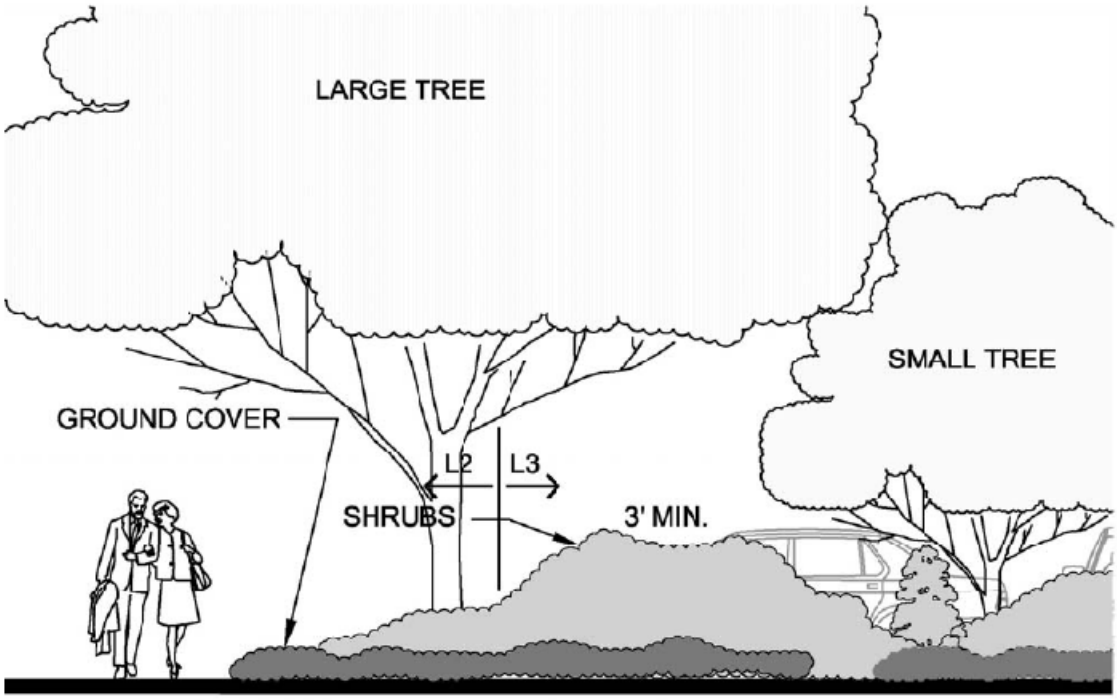
FIGURE 4-3

Ref. Section 3.4-270G.4.b.

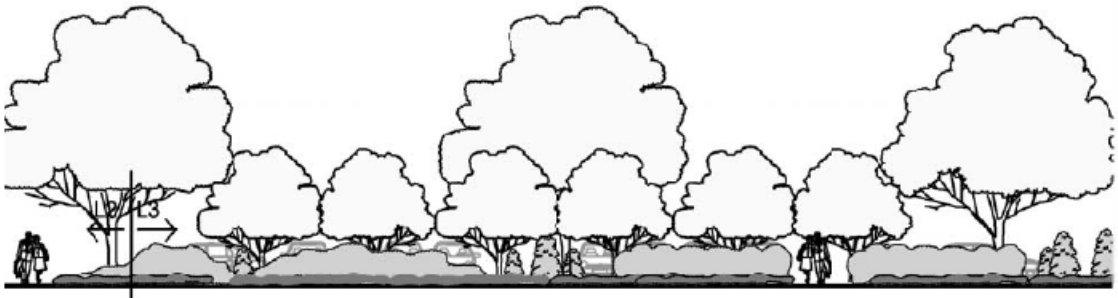
ILLUSTRATIVE ONLY

L3 LANDSCAPE STANDARD

PEDESTRIAN VIEW



PEDESTRIAN VIEW OF PARKING

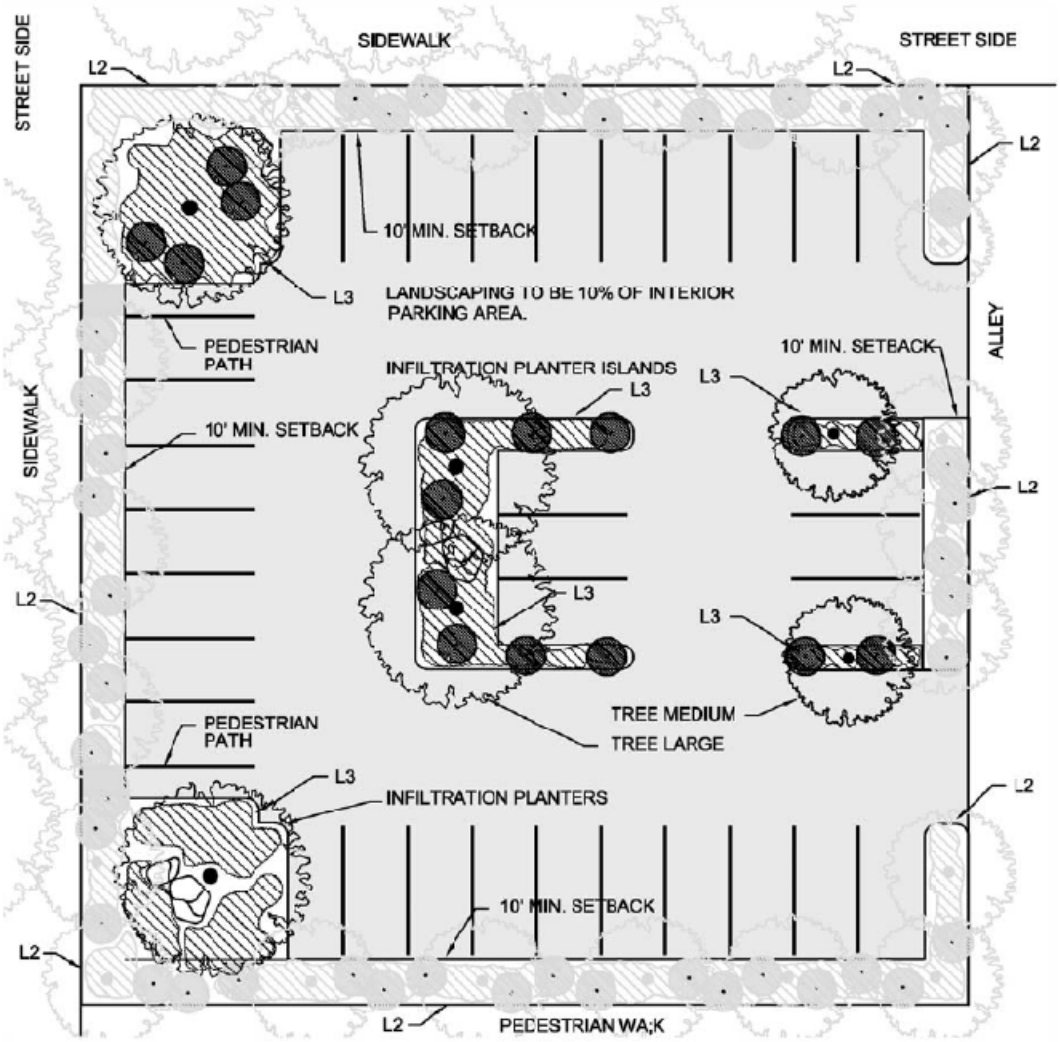


STREET OVERALL VIEW OF PARKING

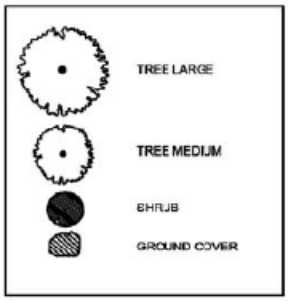
LANDSCAPE
FIGURE 4-4
Ref. Section 3.4-270G.4.c.
ILLUSTRATIVE ONLY

L3 LANDSCAPE STANDARD

PLAN VIEW



GENERIC PARKING PLAN



LANDSCAPE
FIGURE 4-5
Ref. Section 3.4-270G.4.c.

G. Vehicle/Bicycle Parking and Loading Standards.

1. Vehicle/bicycle parking standards shall be as described in the Glenwood Refinement Plan Transportation and the Housing and Economic Development Chapters.

2. Applicable Glenwood Refinement Plan Vehicle/Bicycle Parking Policies and Implementation Strategies shall be as specified in Appendix 3.

3. Vehicle/bicycle parking and loading standards shall be designed and constructed as specified in this Subsection.

4. Vehicle Parking - General. Adequate vehicle parking shall be provided to support new development and redevelopment in the Glenwood Riverfront, while minimizing adverse visual, environmental, and financial impacts on the public. In line with the land use vision for compact development and a walkable, pedestrian-friendly environment, on-street parking, aboveground and underground off-street parking structures, and parking located within or under buildings shall be encouraged. Locating and designing all required vehicle parking to minimize the visibility of parked cars to pedestrians from street frontages and light and noise impacts of parking lots strengthens the character of the Glenwood Riverfront, reinforces the emphasis on pedestrian, bike, and transit for travel, and minimizes the potential for vehicle/pedestrian conflicts.

5. Types of Vehicle Parking Facilities Permitted.

a. In all Subareas, the following types of parking facilities shall be permitted:

i. On-street parking.

ii. Aboveground and underground parking structures.

iii. Surface parking facilities located in interior courts.

iv. Parking facilities incorporated within or on top of a building.

b. In Subarea D, south of the Union Pacific railroad trestle and outside of the nodal development area, in addition to parking facilities permitted in Subsection 3.4-270G.5.a.i.-iv., surface parking facilities that are screened as specified in Subsection 3.4-270F.4.b. shall be permitted along McVay Highway and any other street frontage, in the following circumstances:

i. Two rows of visitor parking including a travel lane that can accommodate bi-directional traffic in the front of and facing a building as specified in Subsection 3.4-275H.2.b.; and

ii. Overflow visitor parking and other permitted vehicular parking on one side of, and in the rear of a building.

6. Maximum off-street vehicle parking spaces by use category shall be as specified in Table 3.4-1:

Vehicle Parking Standards Table 3.4-1

Use Category	Use Sub-Category	Maximum Number of Required Spaces
Commercial	Eating and drinking establishments **(1)**	1 per each 30 square feet of seating floor area plus 1 per each 500 gross square feet of non-seating floor area
	Hospitality	1 per guest bedroom plus 1 space per each full-time employee on the largest shift
	Personal Services	1 per each 350 square feet of gross floor area
	Professional, Scientific and Technical Services	1 per each 350 square feet of gross floor area
	Retail Sales and Services	1 per each 300 square feet of gross floor area
Employment	Hospital	1 per each 200 square feet of gross floor area or 1. 5 per bed
	Light Manufacturing **(2)**	1 per each 550 square feet of gross floor area plus one space per company owned vehicle
	Light Manufacturing Storage **(2)**	1 per each 1650 square feet of gross floor area plus one space per company vehicle
	Office Employment	1 per each 350 square feet of gross floor area
	Educational Facilities	To be determined by a parking study that considers number of employees, students, and hours of operation
	Warehousing **(2)**	1 per each full-time employee on the largest shift plus one space per company vehicle
Recreation	Park Blocks or Riverfront Linear Park Recreational Facilities **(3)**	0
Residential (high-density)	Residential occupancy of dwelling units	1 per bedroom with a maximum of 2.5 per dwelling unit plus 1 space for every 15 dwelling units for visitors. 1 per each 4 beds plus 1 space per each full time employee on the largest shift for nursing homes and assisted living; or 1 per every 2 beds plus 1 space per each full time employee on the largest shift for independent living
Vehicle Related Uses	Structured parking	N/A

(1) When calculating the parking requirements for an eating or drinking establishment that has outdoor seating, up to 20 outdoor seats shall be exempt from the seating calculation.

(2) The U.S. Department of Transportation establishes commercial truck classifications based on the vehicle's gross vehicle weight rating. Classes 1, 2 and 3 are "Light Duty"; Classes 4, 5 and 6 are "Medium Duty"; and Classes 7 and 8 are "Heavy Duty". Trucks classified as medium and heavy duty that are used as part of a commercial or light manufacturing use shall be located either:

(a) Within an enclosed building; or

(b) Outside of a building when:

i. Screened by a masonry or concrete wall or other permanent fully opaque screen that extends from the building and complements the façade of the building. The wall shall have a minimum

height of 8 feet. The screen shall totally conceal trucks from McVay Highway and the Willamette River and shall meet the building setback standard specified in Subsection 3.4-275H.2.b.; or

ii. Within a courtyard surrounded by buildings in a manner that medium and heavy duty truck parking cannot be seen from McVay Highway or the Willamette River.

(c) Medium and heavy duty truck parking shall be prohibited in front and street side yards.

(3) Public parking for the park blocks and riverfront linear park will be provided on street.

7. Parking Maximum Benefits and Options.

a. Parking Maximum Benefits:

i. Supports mobility management. Parking management is an important component of efforts to encourage more efficient transportation choices, that helps reduce problems such as traffic congestion, roadway costs, pollution emissions, energy consumption and traffic accidents;

ii. Improves walkability. By allowing more clustered development and buildings located closer to sidewalks and streets, parking management helps create more walkable communities;

iii. Supports transit. Parking management supports transit oriented development and transit use;

iv. Provides facility cost savings. Reduces development costs to governments, businesses, developers and consumers;

v. Supports compact growth. Parking management helps create more accessible and efficient land use patterns, and so helps preserve green space and other valuable ecological, historic and cultural resources;

vi. Allows more flexible facility location and design. Parking management gives architects, designers and planners more ways to address parking requirements, creating more functional and attractive communities;

vii. Supports equity objectives. Management strategies can reduce the need for subsidies, improve travel options for non-drivers, and increase affordability for lower-income households; and

viii. Reduces stormwater management costs, water pollution and heat island effects. Parking management can reduce total pavement area and incorporate better design features.

b. Options available to help meet parking maximums include:

i. A legally-binding shared parking agreement may be submitted as specified in Subsection 4.6-110E. where multiple uses or multiple developments share one or more parking facilities, and peak parking demand occurs during

different times of the day. An example of this option is office development with nearby residential development.

ii. Unbundled parking may be utilized where parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit. In this option, tenants or owners are able to purchase only as much parking as they need or want and are given the opportunity to save money by using fewer parking stalls. The developer shall specify the number of unbundled parking spaces proposed and provide an explanation of how this parking reduction option will affect the proposed development as part of the Site Plan Review application submittal. No more than 50 percent of the parking provided shall be unbundled parking.

iii. Car Sharing.

(a) Car sharing reduces the rate of personal vehicle ownership. In this option, a household or business gains the benefits of private vehicle use without the costs and responsibilities of ownership. A household or business has access to a fleet of shared-use vehicles on an as-needed basis. A household or business gains access to these vehicles by joining an organization that maintains a fleet of cars and/or light trucks, e.g. ZipCar, that are parked in designated, leased spaces in a network of locations.

(b) Car sharing shall be permitted in public and private parking structures and parking lots.

iv. Carpool/Vanpool Parking.

(a) If the carpool/vanpool option is chosen, it shall apply when there are at least 20 parking spaces. The number of carpool/vanpool parking spaces shall be based upon 5 percent of the employees on the largest shift.

(b) The carpool/vanpool spaces shall be located closer to the primary employee entrance or secondary entrance from a parking lot than any other employee parking, except disabled accessible spaces.

(c) Reserved areas shall have markings and signs that indicate the space is for carpool/vanpool use.

(d) Parking in reserved areas for carpools/vanpools shall be established through rideshare programs by public agencies and to vehicles meeting minimum rideshare qualifications set by the employer.

v. Subsidized Transit Passes.

vi. Establishment of alternative work schedules. This option includes alternative work schedule techniques such as staggered and flexible work hours and the shortened workweek.

8. Additional Vehicle Parking. A request for parking that exceeds the maximum parking standards specified in Table 3.4-1 shall be permitted only within a parking structure that accommodates parking for more than one use. The parking structure may be privately owned, or in-lieu-of-fees may be paid to the City for an appropriately sized public parking structure upon establishment of a parking district serving portions of the Glenwood Riverfront Mixed-Use Plan District.

9. Vehicle Parking Design Standards. The following standards shall apply to all permitted parking facilities:

a. In both public and private parking facilities, the stall width and length and aisle width standards specified in Section 4.6-115 shall apply.

b. All surface parking lots shall incorporate the following elements including, but not limited to:

i. Pedestrian walkways that provide priority over vehicles routes, are direct and accessible, and enhance safety for pedestrians and vehicles. Parking lots with 50 or more spaces shall be divided into separate areas by landscaping or protected raised pedestrian walkways at least 10 feet in width, or by a building or group of buildings. Pedestrian walkways shall include pedestrian-scaled lighting as specified in Subsection 3.4-270G.9.d. and elevated crosswalks and/or distinguishing paving colors, textures or materials, as specified in the Springfield Engineering Design Standards and Procedures Manual. The pedestrian routes shall lead to an entrance in the rear or, if applicable, the side of a building;

ii. The use of alternative surfacing as specified in the Springfield Engineering Design Standards and Procedures Manual, including permeable surfacing , where applicable, shall be preferred as an option over traditional impervious surfacing; and

iii. Strategies to reduce “heat island” effects, such as canopy shade trees and landscaping as specified in Subsection 3.4-270F.4.c.

c. Surface Parking Lot landscaping Standards**.** Parking lot landscaping shall be required as specified in Subsections 3.4-270F.4.b. and c.

d. Surface parking lot lighting shall be provided as specified in Subsection 3.4-270C.2. and may be a mix of bollards at ground level and pedestrian-level lighting.

e. Vehicle parking shall not be allowed within any required or optional building setback specified in Subsection 3.4-275H.

10. Vehicle Parking Structure Design Standards. Aboveground and underground parking structures shall be designed as specified in Subsection 3.4-275K.

11. Vehicle Parking Access and Driveways.

a. In Subareas A, B, and C, vehicle access to a parking lot or parking structure shall be from a service street, alley, or, where there is no service street, other local street in order to minimize the impact of auto parking and driveways on the public pedestrian environment. Each block face fronting a service street, alley or other local street necessary for vehicle access shall be limited to one curb cut.

b. In Subarea D, vehicle access to a parking lot or parking structure also may be from a common driveway serving multiple developments; in this case, a recorded joint-use/access easement shall be required.

c. Curb cuts for all parking lots or parking structures shall be constructed to maintain the elevation, appearance and continuity of sidewalks crossed by the curb cuts.

12. In all Subareas and in all types of parking facilities, Electric Vehicle (EV) parking stations and structures supporting photovoltaic panels shall be encouraged and permitted, where appropriate.

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

Bicycle Parking Standards Table 3.4-2

Use Category	Use Sub-Category	Number of Required Spaces	Long and Short Term Bicycle Parking Percentages
Commercial	Eating and Drinking Establishments	1 per 600 square feet of floor area	25% long term 75% short term
	Hospitality	1 per 20 rentable rooms	75% long term 25% short term
	Personal Services	1 per 2000 square feet of floor area	25% long term 75% short term
	Professional, Scientific and Technical Services	1 per 3000 square feet of floor area	75% long term 25% short term
	Retail Sales and Services	1 per 3000 square feet of floor	25% long term

Use Category	Use Sub-Category	Number of Required Spaces	Long and Short Term Bicycle Parking Percentages
		area	75% short term
Employment	Office Employment	1 per 3000 square feet of floor area	75% long term 25% short term
	Light Manufacturing	1 per 10000 square feet of floor area	75% long term 25% short term
	Light Manufacturing Storage	1 per 10000 square feet of floor area	75% long term 25% short term
	Warehousing	1 per 40000 square feet of floor area	75% long term 25% short term
Recreation	Park Blocks or Riverfront Linear Park Recreational Facilities	8 per each park block and 4 per each mile of riverfront linear park	100% short term
Residential	Senior and Congregate Care	1 per 4 rooms	75% long term 25% short term
	Dormitories	1 per every 3 beds	75% long term 25% short term
	High-density Residential Housing	1 per 2 dwelling units	75% long term 25% short term
Vehicle Related Uses	Structured Parking Public or Private	5% of the number of vehicle spaces provided or 105 percent of the demand	75% long term 25% short term

14. Bicycle Parking Location and Security.

a. Long term bicycle parking required in association with a commercial or employment use shall be provided in a well-lighted, secure location within a convenient distance of a main entrance and any secondary entrance. A secure location is defined as one in which the bicycle parking is: a bicycle locker, a lockable bicycle enclosure, or provided within a lockable room.

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

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

d. Short term bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be attached to the

rack by the bicyclist's own locking device. Innovative bicycle racks that incorporate street art shall be encouraged. Short term bicycle parking shall be provided within a convenient distance of and clearly visible from, the main entrance and/or any secondary entrance to the building, but it shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.

15. Loading Areas. Loading areas shall:

a. Be concealed from public view;

b. Be located at the rear or side of the development area, with access taken from a public service street or alley;

c. Be equipped with closable overhead doors that blend in to the design of the building;

d. Not be located where pedestrian or bicycle circulation through or between development areas can be impeded;

e. Not encroach upon required landscaping; and

f. Not encroach upon public and/or private driveways and sidewalks.

H. Wastewater Facilities and Services.

1. Public Wastewater Facilities. Public wastewater facilities shall comply with Section 4.3-105.

a. Public wastewater facilities shall be as described in the Glenwood Refinement Plan Public Facilities and Services Chapter.

b. Public wastewater policies and implementation strategies shall be as specified in Appendix 3.

c. Public wastewater facilities shall be designed and constructed as specified in the Springfield Engineering Design Standards and Procedures Manual.

2. Private Wastewater Facilities. The use of septic systems in unincorporated areas of the Glenwood Riverfront may continue and/or expand as may be permitted in the Oregon Administrative Rules, Springfield Development Code and Springfield Municipal Code, unless a health hazard is declared as specified in Oregon Revised Statutes 222.840-915. If expansion is permitted with an existing private wastewater system, the developer shall certify that the existing septic system is functioning and can meet the above cited regulations by submitting a letter signed by the Lane County Sanitarian. Additionally, for any proposed new or expanded use the developer shall provide for a suitable connection to the public wastewater system should the existing septic system fail.

I. Stormwater Facilities and Services. All new development, redevelopment and associated infrastructure in the Glenwood Riverfront shall manage stormwater runoff on-site to provide for water quality treatment and groundwater recharge, to the maximum extent practicable.

1. Public Stormwater Facilities. Public stormwater facilities shall comply with Section 4.3-115.

a. Public stormwater facilities shall be as described in the Glenwood Refinement Plan Open Space and Public Facilities and Services Chapters.

b. Public stormwater policies and implementation strategies shall be as specified in Appendix 3.

c. Public stormwater facilities shall be designed and constructed as specified in the Springfield Engineering Design Standards and Procedures Manual.

2. Private Stormwater Facilities.

a. Private stormwater facilities shall be as described in the Glenwood Refinement Plan Open Space and Public Facilities and Services Chapters.

b. Private stormwater policies and implementation strategies shall be as specified in Appendix 3.

c. Private stormwater facilities shall be designed and constructed as specified in the Springfield Engineering Design Standards and Procedures Manual to incorporate the Low Impact Development Approach.

J. Public Parks and Open Space.

1. Public park and open space facilities shall be as described in the Glenwood Refinement Plan Open Space and Public Facilities and Services Chapters.

2. Public park and open space policies and implementation strategies shall be as specified in Appendix 3.

3. Public park and open space facilities shall be designed and constructed as specified in the Glenwood Refinement Plan and shall be consistent with Willamalane Park and Recreation District design and construction standards.

4. The Glenwood Refinement Plan establishes two public open space areas in the Glenwood Riverfront, a riverfront linear park and multi-use path and the park blocks:

a. The riverfront linear park and multi-use path will follow the Willamette River through Subareas A, B, C and D along the entire Glenwood Riverfront within the Willamette Greenway (WG) Overlay District Greenway Setback Line/Riparian Area boundary. The WG Overlay District is a continuous area

along the Willamette River measured 150 feet from the ordinary low water mark. Within the Willamette Greenway is the Greenway Setback Line that is measured 75 feet from the top of bank and contiguous with the 75 foot-wide Water Quality Limited Watercourses riparian setback. Development and uses riverward of the Greenway Setback Line shall be water-dependent and water-related. Development and uses landward of the Greenway Setback Line to the 150-foot WG Overlay District boundary shall be as permitted in the underlying zoning district only as specified in Section 3.4-280. In addition to Site Plan Review, development within the WG Overlay District will require Type III review procedure. Riparian and wetland areas in the Glenwood Riverfront shall be protected as specified in Sections 4.7-115 and 4.7-117. Access to the riverfront linear park and the Willamette River shall be as follows:

i. No development shall restrict public access to the riverfront linear park.

ii. Required public access to the Willamette River and the riverfront linear park shall be in the vicinity of the intersections of the north-south streets and the park blocks with the riverfront street in the Franklin Riverfront and no more than one-half mile apart in the McVay Riverfront. Amenities including, but not limited to: benches and seating areas along the multi-use path, shall be required in the vicinity of public access. The developer may opt to provide additional river access to enhance the development area.

b. Park Blocks in the Franklin Riverfront in Subarea A. The design of the north-south park blocks requires a minimum width of approximately 150 feet, measured from the face of curb to face of curb in order to provide an area needed to support both passive and active park uses and stormwater management for nearby development and the public street system. The maximum length of individual park blocks from Franklin Boulevard to the Willamette River will depend upon the block length of a particular development, which may range from 250-350 feet.

EXCEPTION: The minimum park block width may be reduced without the need for a modification, as specified in Section 3.4-230B.3., if the City Engineer and Willamalane Superintendent determine that the recreation, transportation, and stormwater management functions of the park blocks and objectives of park block policies can be met with a reduced width upon consulting the Engineering Design Standards and Procedures Manual, the Glenwood Refinement Plan, Willamalane Park and Recreation Comprehensive Plan, or other applicable technical supplement. The discussion regarding the reduction of the minimum park block width can occur at the Development Issues meeting specified in Subsection 5.1-120A.; or the Pre-Application Report specified in Subsection 5.4-120B.; and/or the Pre-Submittal Meeting specified in Subsection 5.1-120C.

K. Location of Transit Stops.

1. The proposed location of transit stops shall be as described in the Glenwood Refinement Plan Transportation Chapter.

2. In all Subareas, the final location of transit stops on Franklin Boulevard and McVay Highway shall be approved during the final design review for each street project that will include input from the Lane Transit District and approval from the City Council.

L. Signs. Signs are not regulated by the Springfield Development Code. Sign regulations are found in Chapter 8 of the Springfield Municipal Code (SMC). Wall signs and free standing signs in all Subareas shall be as specified in SMC Section 8.250.

M. Light Manufacturing Operational Performance Standards. Proposed light manufacturing uses permitted in Subarea D shall comply with the operational performance standards specified below. Light manufacturing uses may stand alone or be in a business park with other permitted uses. There is no use list for light manufacturing uses. However, if the proposed use complies with the operational performance standards listed below, that use will be permitted.

1. All light manufacturing operations shall be entirely enclosed within a building.

EXCEPTION: The Director may allow an outdoor utility yard to store tanks containing gases and/or fluids that are essential to the operation of the permitted use that otherwise cannot be contained in an enclosed building for fire and life safety reasons, as determined by the Fire Marshal. The utility yard shall be screened from public view by a masonry or decorative concrete wall at least 8 feet in height that: is an extension of the building; complements the facade of the building; and meets required setbacks and building landscaping standards specified in Subsection 3.4-270F. This exception shall not apply to development proposals adjacent to any residential or commercial mixed-use designation/zoning.

2. All applicable building design standards specified in Section 3.4-275 shall be met.

3 The storage of raw materials and/or finished products shall occur entirely within enclosed buildings. The parking of medium duty and heavy duty trucks shall be as specified n Table 3.4-1 Note (2).

4. The routine movement of heavy equipment on or off the development area shall not be permitted.

EXCEPTION: Trucks and necessary heavy equipment shall be allowed during construction.

5. Uses on the prohibited use list specified in Section 3.4-275 shall not be permitted.

6. Proposed uses shall comply with the additional operational performance standards listed below. The intent is not to specifically deny a use, but to ensure compliance with applicable local, State, and Federal regulations. Compliance with these operational performance standards shall be the continuing obligation of the property owner. Failure to comply with these operational performance standards shall be a violation of this Code and/or Chapter 5 of the Springfield Municipal Code.

7. Air Pollution. Air pollution includes, but is not limited to: emission of smoke; dust; fumes; vapors; odors; and gases. Air pollution shall not be discernable at the property line by a human observer relying on a person's senses without the aid of a device. The applicant shall obtain and maintain all applicable licenses and permits from the appropriate local, State, and Federal agencies.

8. Fire and Explosive Hazards. All activities involving the use, storage and/or disposal of flammable or explosive materials shall comply with the Uniform Fire Code as most recently adopted by the City.

9. Glare. Glare resulting from a light manufacturing operation including, but not limited to: welding or laser cutting, shall not be visible from the outside of the building.

10. Hazardous Waste. Proposed development shall not utilize or produce hazardous waste unless permitted as specified in Oregon Administrative Rule (OAR) 340-102-0010 through 340-102-0065 or any applicable Federal regulation. Where hazardous waste is permitted, the proposed use shall not be adjacent to any residential or commercial mixed-use designation/zoning.

11. Noise. These standards apply to noise generated by any machinery or equipment on the development area. The maximum permitted noise levels in decibels across lot/parcel lines and district boundaries shall be as specified in OAR 340-035-0035, *Noise Control Standards for Industry and Commerce*.

12. Radiation. There are various sources of radiation including, but not limited to: ionizing radiation; electromagnetic radiation; and radiation from sonic, ultrasonic or infrasonic waves. Uses that involve radiation shall comply with the regulations in OAR 333-100-0001 through 333-100-0080 and any applicable Federal regulation. Where sources of radiation are permitted, the proposed use shall not be adjacent to any residential or commercial mixed-use designation/zoning.

13. Vibration. No use, other than a temporary construction operation, shall be operated in a manner that causes ground vibration that can be measured at the property line. Ground-transmitted vibration shall be measured with a seismograph or a complement of instruments capable of recording vibration displacement, particle velocity, or acceleration and frequency simultaneously in 3 mutually perpendicular directions.

N. Historic and Cultural Resources.

1. Historic and cultural resources in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Historic and Cultural Resources Chapter.

2. Applicable Glenwood Refinement Plan historic and cultural resources policies and implementation strategies shall be as specified in Appendix 3.

3. Section 3.3-915 states that the Historic Commission makes recommendations to the Planning Commission or City Council on the following issues:

a. The establishment or modification of a Historic Landmark District;

b. The establishment of the Historic Landmark Inventory;

c. The removal of individual Historic Landmark Sites and Structures from the Historic Landmark Inventory; and

d. Demolition of a Historic Landmark Structure.

4. There are several properties identified in the 2010 Glenwood Reconnaissance Level Survey in the Glenwood Riverfront that warrant further examination to determine eligibility for the National Register of Historic Sites and Places and/or the City Landmark Inventory. Additional resources may be identified in the Glenwood Riverfront should the Historic Commission pursue a Reconnaissance Level Survey in the McVay Riverfront section of the Glenwood Riverfront in the future. Developers shall address this topic at the time of Site Plan Review submittal as specified in Subsection 3.4-270N.5.

a. Residential structures that warrant further examination for individual listing:

i. 295 North Brooklyn Street.

ii. 3007 Franklin Boulevard.

iii. 1780 Mississippi Avenue.

b. Commercial or industrial structures that warrant further examination for individual listing:

i. 3600 Franklin Boulevard (Myrmo & Sons).

ii. 3698 Franklin Boulevard (Intercity Engineering).

iii. 4206 Franklin Boulevard (Blue Cross Animal Hospital).

c. Other Resources that warrant further examination for individual listing:

i. 3787 Franklin Boulevard.

ii. 3998 Franklin Boulevard (Ponderosa Village).

5. In any proposed development area that contains a building as specified in Subsection 3.4-270N.4., the developer shall state, at the time of Site Plan Review application submittal, whether the building will be part of the new development, moved to another site, or demolished.

a. If the building will remain as part of the new development, the developer shall explain any proposed modifications to the building and how the historic context will be protected.

b. If the building is proposed to be moved, the developer shall state the new location and identify any building modifications.

c. If demolition is proposed, the developer shall document the building by submitting the following:

i. A written statement of its historical significance, including a description of the architectural and historical context in which the structure was built and subsequently evolved;

ii. Drawings including, but not limited to: floor plans, elevations, architectural details, and construction elements; and

iv. Photographs recording the environmental setting, elevations, and significant details, both inside and outside of the building.

SECTION 17: Section 3.4-275 is hereby added:

3.4-275 Building Design Standards

The following building design standards are established for the Glenwood Riverfront Mixed-Use Plan District:

A. General
B. Design Team
C. Building Facades
D. Height
E. Massing/Building Articulation
F. Windows and doors
G. Orientation/Entrances
H. Build-to Lines and Maximum Building Setbacks
I. Pedestrian Amenities
J. Screening mechanical equipment
K. Parking Structure Design Standards

A. General. Glenwood is a gateway to the City and region. Future development/redevelopment in the Glenwood Riverfront will contribute to furthering a sense of place and distinctiveness.

Therefore, special attention will be paid to building and site design to mitigate the visual impact of increased density by promoting aesthetically pleasing, sustainable buildings and sites that are context-sensitive and oriented to the human scale, and that establish an inviting streetscape in the Glenwood Riverfront. The term "human scale" generally refers to the use of human-proportioned architectural features and site design elements clearly oriented to human activity. These standards will be applied during the Site Plan Review process. The building design standards are based upon:

1. The building design standards as described in the Glenwood Refinement Plan Land Use and Built Form Chapter.

2. The building design standards shall be as specified in Appendix 3.

3. The building design standards shall be designed and constructed as specified in this Section.

B. Design Team. A design team shall be required for any proposed development requiring Site Plan Review procedure in order to comply with the design and development standards of the Glenwood Riverfront Mixed-Use Plan District. The design team shall include an Oregon Registered Architect, Landscape Architect, and Civil Engineer. Design teams are encouraged to:

1. Design buildings and sites utilizing sustainable building and site design guidelines, such as those promoted through the National Association of Home Builders National Green Building Program, the Sustainable Building Advisor Institute, or similar sustainable building and site design programs; and

2. Employ the concept of "adaptive reuse" with the recognition that buildings frequently undergo alterations to conform with different uses or uses not taken into account in the original design.

C. Building Facades. The design of buildings and their relationships to the public realm are critical factors in the development of an active and vital pedestrian environment. In all Subareas building facades shall have the following architectural detailing:

1. The ground floor of a building shall utilize all of the following:

a. Incorporate awnings, canopies, porticos, or arcades;

b. Provide variation in building materials including, but not limited to: tile, brick, split-faced concrete block, concrete horizontal siding, masonry veneer, and powder coated aluminum or traditional wood storefronts that are differentiated by, trim, paint, and ornamentation;

c. Utilize ground floor windows and entrances that provide a high level of transparency by allowing views both inward and outward; and

d. Utilize signs; or other features, including public art.

2. The upper stories shall utilize all of the following, as applicable:

a. Include architectural detailing utilizing some of the same design elements specified in Subsection 3.4-275C.1.;

b. Incorporate a change in the window style;

c. Integrate a change in floor height; building step backs, as specified in Subsection 3.4-275D.4.; or a combination of these elements; and/or

d. Provide differences in height and architectural elements including, but not limited to: parapets, cornices and other details that may be used to create interesting and varied rooflines. In addition, building corners may incorporate taller elements including, but not limited to: towers, turrets, and bays.

3. More than one type of building material may be used for building identity.

4. Building facades that do not front a street, alley or mid-block connector shall be constructed with design elements similar to those facades fronting streets.

D. Height. The following standards are intended to: allow for a range of building heights within a development area; support an interesting skyline and the ability to market view properties; and reduce impacts of shading from tall structures on the public realm. Lower structures combined with taller structures within a single development area will be permitted to allow for a variety of design solutions.

1. In all Subareas, the minimum building height shall be 2 stories above grade.

EXCEPTION: Single story buildings shall be only permitted within a portion of a development area in Subareas B, C and D. If a single story building is proposed, the minimum height shall be 20 feet.

2. In all Subareas, there shall be no maximum building height.

EXCEPTION: In all Subareas, the maximum building height shall be 3 stories for the portion of a building between the Greenway Setback Line and the Willamette Greenway Overlay District boundary, as specified in Section 3.2-280.

3. In Subarea A:

a. The building height standard is intended to ensure that high-density residential development will be maximized by promoting a Residential Mixed-Use designation and zone that supports a minimum density of 50 dwelling units per net acre. High-density residential development at the densities prescribed above allows for 5 to 6 story or taller buildings. High-density residential development over 4 stories will be permitted if the buildings are stepped back as specified in Subsection 3.4-275D.4. to minimize

shadow impacts and reduce the scale of the building as perceived along the street.

b. Developers may utilize any type of construction permitted by the Oregon Structural Specialty Code, related building codes, fire codes and referenced standards in effect at the time of an application for a building permit.

4. In Subareas A, B and C, step backs that are a minimum of 15 feet wide shall be required beginning at the fourth story of a building and after each additional 3 stories. Uses for the lower roofs may include, but not be limited to balconies and observation decks.

5. In all Subareas, non-residential ground floor space (commercial/office/light manufacturing businesses) shall have a minimum floor to floor height of 15 feet to accommodate space for mechanical systems.

E. Massing/Building Articulation. Where buildings are highly visible from public areas, massing shall be addressed by articulating the facades with insets and projections to create visual interest and enhance views from the adjacent public realm. In all Subareas:

1. All sides of a building that are open to public view shall receive articulation design consideration. Flat blank walls shall not be permitted along these areas.

2. To break up vast expanses of single element building elevations, applicable to both length and height, building articulation shall be accomplished through combinations of the following techniques. Each story shall contain a minimum of 3 features listed below:

a. Small insets and projections to break up the wall surface and create a more human-scale environment. A landscaped or raised planter bed may be provided within each recess or projection that contains plant materials including, but not limited to: trees and/or shrubs; and trellises for climbing vines that will grow to screen the wall. Building insets and projections are different from building setbacks specified in Subsection 3.4-275H.

b. Repeating window patterns and window trim.

c. Providing design elements specified in Subsection 3.4-275C.1.

d. Variation in rooflines including, but not limited to: dormers; stepped roofs; gables; and cornices. If building wall offsets are used, breaks in roof elevation with a minimum of 3 feet or more in height shall be used. Mansard style roofs shall not be permitted.

e. Changing building materials or colors.

f. Providing art including, but not limited to: mosaics; murals; decorative masonry patterns; sculpture; or reliefs.

F. Windows and Doors. The proportions, materials, and detailing of windows and doors are key to the attractiveness of a building and an active streetscape. A significant amount of glass adds to the pedestrian character of the development by visually linking interactions between people inside and outside of buildings, and by offering a clear view from the sidewalk to the interior space of shops, office lobbies, merchandise displays, and working areas. Windows and doors also contribute to a safe pedestrian environment by allowing ”eyes on the street” both day and night. Transparency for residential buildings is measured along a line 5 feet above the first floor finished elevation. Transparency for other buildings is measured along a line 5 feet above the sidewalk elevation.

1. Ground floor windows and doors that face a public street, alley or mid-block connector. The following standards apply to primary entrances to buildings:

a. In Subarea A:

i. Residential windows and doors, in both individual dwelling units and apartments with lobbies, shall comprise a minimum of 50 percent of the length and 25 percent of the wall area of a building’s first floor façades.

ii. Commercial and office windows and doors shall comprise a minimum of 60 percent of the length and 25 percent of the wall area of a building’s first floor façades to allow views into lobbies, merchandise and work areas and allow persons inside to look out.

b. In Subarea B:

i. Residential windows and doors, in both individual dwelling units and apartments with lobbies, shall comprise a minimum of 50 percent of the length and 25 percent of the wall area of a building’s first floor façades, where applicable.

ii. Commercial and office windows and doors shall comprise a minimum of 60 percent of the length and 25 percent of the wall area of a building’s first floor façades to allow views into lobbies, merchandise and work areas and allow persons inside to look out.

c. In Subarea C, commercial and office windows and doors shall comprise a minimum of 60 percent of the length and 25 percent of the wall area of a building’s first floor façades to allow views into lobbies, merchandise and work areas and allow persons inside to look out.

d. In Subarea D:

i. Light manufacturing windows and doors shall comprise a minimum of 40 percent of the length and 25 percent of the wall area of a

building's first floor façades to allow views into lobbies and work areas and allow persons inside to look out.

ii. Commercial and office windows and doors shall comprise a minimum of 60 percent of the length and 25 percent of the wall area of a building's first floor facades to allow views into lobbies, merchandise and work areas and allow persons inside to look out.

2. Upper story windows that face a public street, alley or mid-block connector. In all Subareas, upper story windows shall be required on all building facades and shall comprise a minimum of 25 percent of the length of the building's façade for each story.
EXCEPTION: In Subarea D, window-like treatments (e.g. window frames or tromp d'oeuil windows), may be substituted.

3. In all Subareas, the use of low-reflective glass shall be encouraged as an energy conservation method.

4. In all Subareas, frosted glass, spandrel windows, and other types of glass or film coatings between 3 feet above the sidewalk grade to 8 feet above the building slab that diminish transparency on the ground floor shall be prohibited.

G. Orientation/Entrances. Safe, appealing, and comfortable street environments are necessary in order to promote walking and support public health. All buildings shall be oriented towards the public realm, including streets, mid-block connectors, parks and open space. Primary entrances to buildings shall be designed so that they are not easily confused with entrances into ground floor businesses; provided with lighting for night time safety and security; and oriented so that pedestrians have a direct and convenient route from the sidewalk. Corner lots/parcels offer unique possibilities because of their visibility and access from two streets, and create unique spaces of concentrated activity where pedestrians, bicyclists and motorists come together. These possibilities include, but are not limited to: café seating, sidewalk vending, or the provision of public art or water features.

1. In all Subareas:

a. Primary entrances to all new buildings located on a street, alley or mid-block connector shall be designed to include at least 3 of the following design elements: an awning, canopy, overhang, or arch above the entrance; recesses or projections in the building façade surrounding the entrance; a peaked roof or raised parapet structures over the door; or display windows surrounding the entrance. Primary entrance design elements attached to buildings shall be:

i. At least 9 feet above the sidewalk or grade;

ii. Suspended from the building (i.e. not supported by posts or columns that may interfere with pedestrian traffic); and

iii. Allowed to extend over the sidewalk portion of the right-of-way.

b. Primary entrances to all new buildings located on a corner lot/parcel shall face either the higher classification street or the intersection, using a cutaway, diagonal or other entrance design. If both streets are the same classification, one street may be chosen as the primary entrance.

i. Enhanced building corners may include characteristics as specified in Subsection 3.4-275G.1.a.

ii. The location of stairs, elevators, and other upper story building access points shall be located in coordination with corner building entrances and maintain the opportunity for sidewalk-level building retail opportunities to occur at corners.

c. Primary pedestrian ingress and egress for parking structures shall be as specified in Subsection 3.4-275K.2.

2. In Subarea A, all new individual residential dwellings that do not have businesses on the ground floor shall be designed so that each individual unit has a front door, or there is a primary entrance with a lobby that includes windows for safety facing the street.

3. In Subarea D, entries to light manufacturing buildings shall portray an office-like appearance while being architecturally related to the overall building composition.

4. In all Subareas, secondary entrances shall face the side or rear of all new buildings to allow access to available parking, where necessary.

H. Build-to Lines and Building Setbacks.

1. Build-to-Lines. An urban streetscape is created by locating new buildings close to the street and close to one another wherever practical. The streetscape creates a sense of enclosure along sidewalks and provides a variety of street level façades. These standards establish a pleasant and diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas. The build-to line is a line that is parallel to the property line and contiguous with the sidewalk, interfaces with the façade of the building, and equates to a zero setback. In all Subareas, buildings shall be constructed up to the build-to line, unless the developer desires a building setback as specified below. Pedestrian amenities shall be addressed as specified in Subsection 3.4-275I.2.a.

2. Building Setbacks.

a. In Subareas A, B, C, and the portion of D north of the Union Pacific railroad trestle and within the nodal development area, buildings may be setback a maximum of 10 feet behind the build-to-line. This standard will still allow the establishment of a pleasant and diverse experience by providing additional

pedestrian amenities. Pedestrian amenities shall be addressed as specified in Subsections 3.4-275I.2.a. and b.

EXCEPTION: In Subareas A, B, and C, ground floor entrances of buildings fronting Franklin Boulevard may be setback a maximum of 4 feet behind the build-to-line and windows and walls may be setback a maximum of 1 foot, 6 inches. Pedestrian amenities shall be addressed as specified in Subsection I.2.a.

b. In Subarea D, south of the Union Pacific railroad trestle and outside of the nodal development area, the applicant shall comply with the building setback standard specified in Subsection 3.4-275H.2.a.

EXCEPTION:

i. To accommodate on-site vehicle maneuvering and/or visitor parking that is permitted in the front of a building as specified in Subsection 3.4-270G.b.1., a building may be setback more than 10 feet from the build-to-line. In this case, in order to justify the need for the additional setback, the applicant shall submit information including, but not limited to: types of vehicles proposed to service the proposed use; vehicular turning radii for these vehicles; and the visitor parking layout, as necessary. The additional building setback shall be the minimum required for the proposed use.

ii. Where buildings are not located directly adjacent to the sidewalk, the developer shall take into account pedestrian safety by constructing a clearly defined pedestrian walkway across the vehicle maneuvering and/or visitor parking area from the public sidewalk on McVay Highway or other street to the sidewalk serving the primary building entrance.

(1) Where transit stops occur in the public right-of-way, pedestrian walkways shall provide a clear and direct connection from the main building entrances to the transit stop.

(2) In parking lots, all internal pedestrian walkways shall be distinguished from driving surfaces through a visual, textural, and vertical separation. Examples include durable, low maintenance surface materials such as pavers, bricks, and or scored/pressed concrete placed to provide an attractive pedestrian route of travel free of abrupt changes in elevation. Special railing, bollards and/or other architectural features shall be required along the pedestrian walkway in the area between parking spaces near the building entrance.

(3) Pedestrian walkways within parking areas shall be a minimum of 5 feet in width to provide a clear, unobstructed passage.

c. In all Subareas, public park structures including, but not limited to: kiosks and restroom facilities, shall be exempt from all building setback standards.

d. In all Subareas, no parking shall be permitted within any building setback.

EXCEPTION: In Subarea D, south of the Union Pacific railroad trestle and outside of the nodal development area, parking is permitted as specified in Subsections 3.4-270G.b.1. and 3.4-275H.2.b.

I. Pedestrian Amenities.

1. The intent of the pedestrian amenities is to provide comfortable and inviting pedestrian spaces. Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of the Glenwood Riverfront, and contribute to a walkable environment. Pedestrian amenities shall be consistent with the character and scale of surrounding developments, intended use and expected number of people.

2. Pedestrian Amenities Standards. The pedestrian standards are minimums. The developer is encouraged to provide additional pedestrian amenities.

a. Where there is no building setback, the following coordinated pedestrian amenities shall be provided on each block or development area, as applicable, located between the curb and the build-to-line:

i. At least one bench for every 80 feet of street frontage;

ii. At least one trash receptacle for every 80 feet of street frontage; and

iii. At least one pedestrian-scale wall mounted light meeting the standards specified in Subsection 3.4-270C.2. for every 50 feet of street frontage.

b. Where there is a building setback, in addition to the pedestrian amenities specified in Subsection 3.4-275I.2.a., two additional pedestrian amenities from the list specified in Subsection3.4-275 I.2.c., shall be provided for each 80 feet of street frontage.

c. Additional pedestrian amenities include, but are not limited to:

i. Sitting space (e.g., outdoor seating areas for restaurants, benches, garden wall or ledges between the building entrances and sidewalk);

ii. Building canopy, awning, pergola, or similar weather protection (minimum projection of 4 feet over a sidewalk or other pedestrian space);

iii. Transit shelters;

iv. Information kiosks;

v. Sidewalk displays;

vi. Drinking fountains;

vii. Wayfinding signage for pedestrians consisting of a distinctive logo and directional guidance to neighborhood destinations;

viii. Planting beds, hanging flower baskets, large semi-permanent potted plants, and/or ornamental planters;

ix. Pedestrian-scale lighting either free standing or attached to the face of the building as specified in Subsection 3.4-270C.2. for every 50 feet of street frontage;

x. Decorative pavement patterns and tree grates;

xi. Decorative clocks;

xii. Public art sculpture, statues, murals, or fountains;

xiii. Bicycle racks;

xiv. Stands selling flowers, food or drink, as may be permitted by the Springfield Municipal Code; and

xv. Entry steps, porches and front gardens for residential mixed-use buildings.

3. The 80 foot spacing standard in Subsection 3.4-275I2.a., above may be flexed, and pedestrian amenities may be grouped or placed closer than this standard as long as the quantity of amenities meets the minimum requirements and the spacing averages 80 feet along the street frontage.

J. Screening Roof-Top Mechanical Equipment. It is common practice, in the development of contemporary multi-story buildings, to locate necessary building functions including, but not limited to: heating, ventilation and air conditioning (HVAC) systems; roof penetrations, such as plumbing and exhaust vents; elevator penthouses; and air conditioner units on the tops of buildings. Visual impacts of mechanical equipment shall be located and/or screened so they are not visible from adjacent public and private streets or adjacent residentially zoned property. Acceptable screening includes: raising the parapet on all sides of the building to be as high as the highest mechanical unit or vent on the roof, or a secondary roof screening

system designed to be as high as the highest mechanical unit or vent on the roof. Secondary roof screening systems shall be enclosed groups of units rather than a box around each unit, incorporated into the design of the building, and constructed with materials that are compatible with those of the building. Mechanical equipment also shall be sited and shielded to protect adjacent uses from noise impacts.

K. Parking Structure Design Standards. In all Subareas, aboveground and underground parking structures shall be designed to meet the following standards:

1. Integral Design. The aboveground parking structure facade shall complement the design context of the area as expressed in scale, proportion, materials of nearby buildings, and all other applicable standards, as specified in Section 3.4-275:

a. On the ground floor of the parking structure along local, collector and arterial street frontages, commercial uses that are permitted in all Subareas are permitted to wrap the ground floor. Window and door openings for both the structure and commercial uses shall comprise a minimum of 50 percent of the length of the facade and 50 percent of the street-facing ground floor wall area.

EXCEPTION: Commercial uses along service streets and alleys is optional**.**

b. All ground floor facades of the parking structure, with special emphasis on garage entrances/exits, shall also incorporate architectural details including, but not limited to: decorative metal grill work; overhead trellises; trees; planter seat walls; decorative tile and art work; and pedestrian-scaled lighting, as a means of emphasizing human scale.

c. On upper floors, parking structure openings shall be screened by incorporating architectural details including, but not limited to: decorative metal grill work; translucent panels; and/or art work to obscure vehicles from public view.

d. Garage entrances and exits shall utilize lights, sound or other similar warning devices to warn pedestrians of approaching vehicles and shall be located as specified in Table 4.2-4.

e. Parking structures shall have level floors at street frontages.

2. Pedestrian Access. All parking structures shall provide direct pedestrian access to local, collector or arterial streets where possible; and to service streets or alleys, when necessary.

3. Parking Structure Setbacks.

a. The setbacks for the exterior walls of any aboveground parking structure shall be the same as the permitted use.

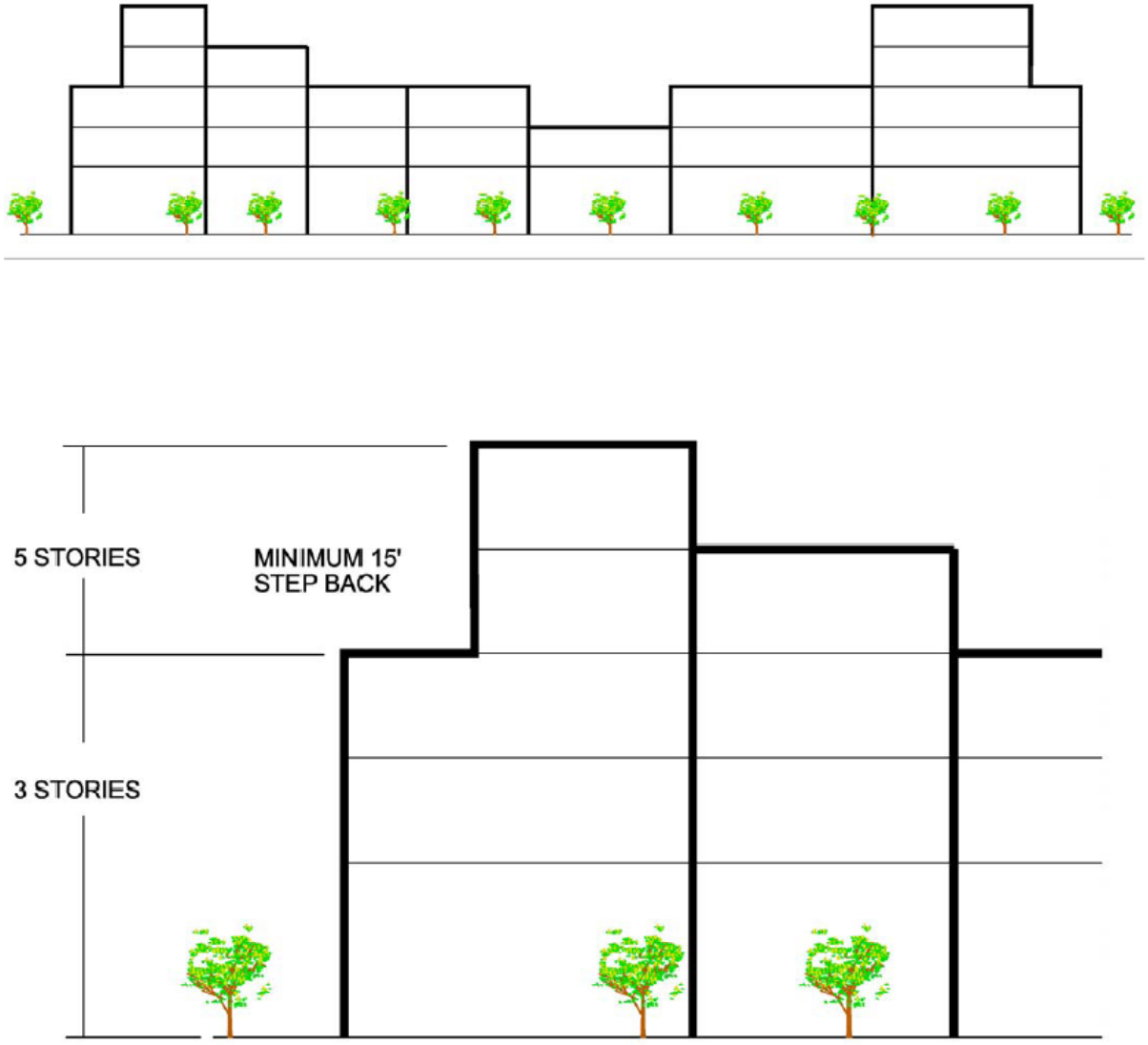
b. The setbacks for the exterior walls of any underground parking structure shall not encroach into the minimum above-grade building setbacks, or across any public or private easement line.

c. All underground parking structures that are not directly under a building shall be designed to have appropriate areas of adequate soil depth above the parking structure to ensure healthy tree and landscape growth based on the evaluation and recommendation of a licensed Landscape Architect.

ELEVATION

Pedestrian views

BUILDING FACADES
FIGURE 5-1
Ref. Section 3.4-275C.
ILLUSTRATIVE ONLY



BUILDING HEIGHT
FIGURE 5-2
Ref. Section 3.4-275D.

ELEVATIONS

BUILDING MASSING / BUILDING ARTICULATION

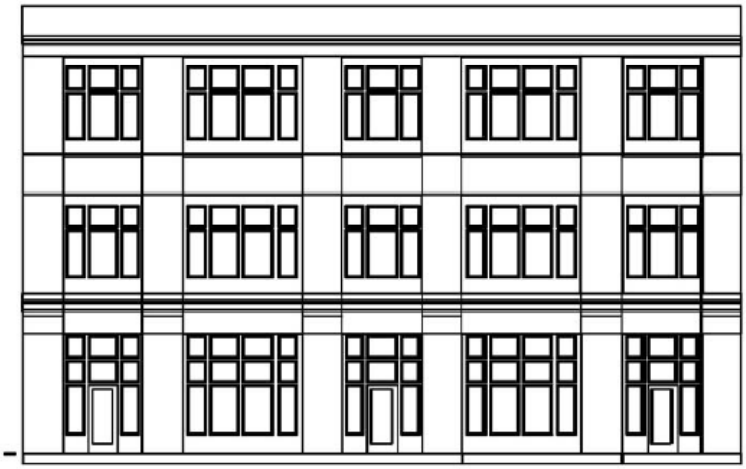
FIGURE 5-3

Ref. Section 3.4-275E.

ILLUSTRATIVE ONLY

UPPERSTORY WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 25% OF THE LENGTH OF THE BUILDINGS FACADE FOR EACH STORY.

COMMERCIAL/OFFICE
WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 60% OF THE LENGTH AND 25% OF THE WALL AREA OF A BUILDINGS FIRST FLOOR FACADE



Subarea A & B

RESIDENTIAL

UPPERSTORY WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 25% OF THE LENGTH OF THE BUILDINGS FACADE FOR EACH STORY.

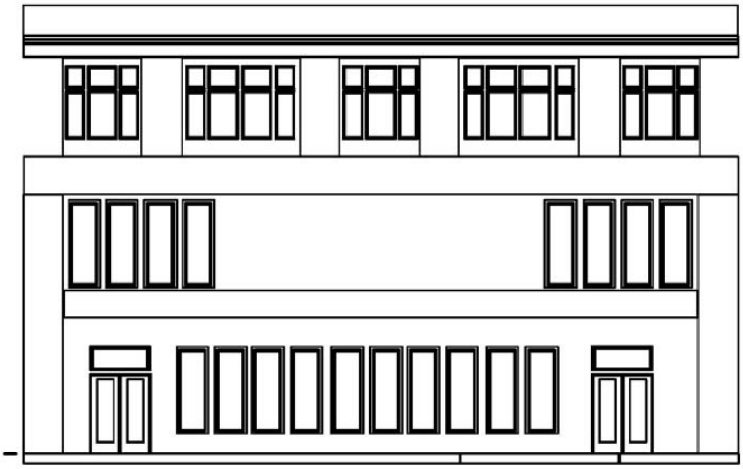
RESIDENTIAL
WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 50% OF THE LENGTH AND 25% OF THE WALL AREA OF A BUILDINGS FIRST FLOOR FACADE

Subarea A & B

WINDOWS & DOORS
FIGURE 5-4
Ref. Section 3.4-275F.

UPPERSTORY WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 25% OF THE LENGTH OF THE BUILDINGS FACADE FOR EACH STORY.

COMMERCIAL/OFFICE
WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 60% OF THE LENGTH AND 25% OF THE WALL AREA OF A BUILDINGS FIRST FLOOR FACADE

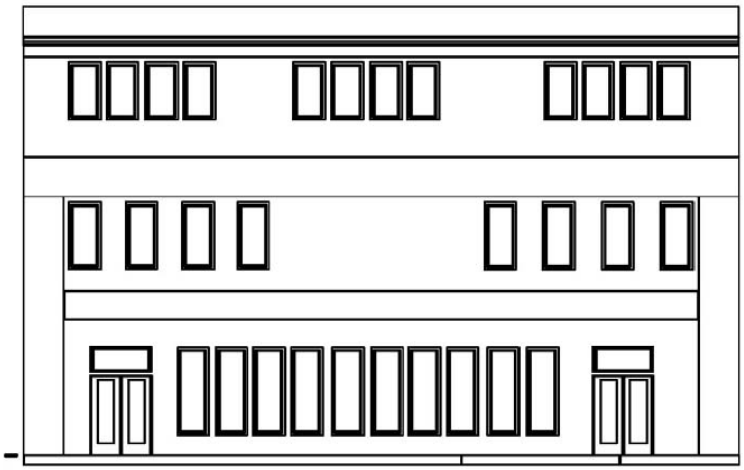


Subarea C

UPPERSTORY WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 25% OF THE LENGTH OF THE BUILDINGS FACADE FOR EACH STORY.

COMMERCIAL/OFFICE
WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 60% OF THE LENGTH AND 25% OF THE WALL AREA OF A BUILDINGS FIRST FLOOR FACADE

LIGHT MANUFACTURING
WINDOWS AND DOORS SHALL COMPRISE A MINIMUM OF 40% OF THE LENGTH AND 25% OF THE WALL AREA OF A BUILDINGS FIRST FLOOR FACADE



Subarea D

WINDOWS & DOORS
FIGURE 5-5
Ref. Section 3.4-275F.

Corner Buildings
Residential Stoops
Combined Residential/Commercial
Office/ Commercial

ORIENTATION/ ENTRANCES

FIGURE 5-6
Ref. Section 3.4-275G.
ILLUSTRATIVE ONLY

PARKING STRUCTURE
FIGURE 5-7
Ref. Section 3.4-275K.
ILLUSTRATIVE ONLY

SECTION 18: Section 3.4-280 is hereby added:

3.4-280 Willamette Greenway Development Standards

The following standards are established for the Glenwood Riverfront portion of the Willamette Greenway (WG) Overlay District:

A. Purpose
B. Applicability
C. Definitions
D. Establishment of the Greenway Setback Line and Permitted Uses
E. Non-Conforming Uses and Development
F. Development Standards
G. Review
H. Exemptions
I. Variances
J. Application Submittal
K. Additional Notice
L. Criteria
M. Conditions
N. Notice of Decision
O. Modifications to Approved Plans

A. Purpose. The Glenwood Riverfront portion of the WG Overlay District is established to:

1. Protect, conserve, enhance, and maintain the natural, scenic, historical, economic, and recreational qualities of lands along the Willamette River;

2. Implement Oregon's Willamette River Greenway Program goals and policies, and Metro Plan Willamette Greenway policies;

3. Establish criteria, standards, and procedures for the development of land, change of use, and the intensification of uses within Glenwood Riverfront portion of the WG Overlay District;

4. Provide for the review of any intensification of use, change of use, or development within the Glenwood Riverfront portion of the WG Overlay District;

5. Allow for use and development consistent with the underlying land use designation and zoning while preserving, protecting, and enhancing the qualities of the river and the riparian area;

6. Allow and encourage a variety of water-dependent and water-related uses, recreational developments, and public access to and along the Willamette River while preserving, protecting, and enhancing the qualities of the river and the riparian area;

7. Protect and improve water quality in the Willamette River in order to support designated beneficial water uses including, but not limited to: fish and aquatic life, water contact recreation, and aesthetic quality; protect riparian area ecological functions and values and to buffer the river from development; maintain or reduce stream temperatures; maintain natural stream corridors; minimize erosion, nutrient and pollutant loading into water; and stabilize slopes to prevent landslides contributing to sedimentation of water features;

8. Promote public access to and along the Willamette River for the purpose of increasing recreational opportunities, providing emergency vehicle access, assisting in flood protection and control, providing connections to other transportation systems, and helping to create a pleasant, aesthetically pleasing urban environment; and

9. Maintain public safety and protect public and private property, especially from vandalism and trespass, to the maximum extent practicable.

B. Applicability.

1. The provisions of the Glenwood Riverfront portion of the WG Overlay District apply to all lands within the Glenwood Riverfront that are 150 feet from the ordinary low water line of the Willamette River, also referenced as the WG Overlay District outer boundary.

2. The Glenwood Riverfront portion of the WG Overlay District shall be combined with at least one base zoning district and/or any other applicable overlay districts identified in this Code.

C. Definitions. As used within the Glenwood Riverfront portion of the WG Overlay District, unless the context otherwise requires, the following terms are defined:

Boardwalk. A floating or non-floating platform that either provides pedestrian access along a shoreline or within a riparian area; it may also act as a bridge between two bodies of land.

Change of use. Making a different use of the land or water. Change of use includes changes that require construction or alteration to land or water outside of existing buildings, structures, or open storage areas and which substantially alters or affects land or water. It does not include: a change of use of a building or other structure which does not substantially alter or affect the land or water upon which it is located; the sale of property; or modifications of existing structures, as may be permitted by this Section.

Development. Any activity within the Glenwood Riverfront portion of the WG Overlay District that would alter the elevation of the land; remove or destroy plant life; cause structures of any kind to be installed, erected, or removed, or result in a measurable impact to the riparian area (See also Section 6.1-110 for other definitions of this term).

Dock. An individual secured and stationary or floating structure designed for uses including, but not limited to: mooring boats and fishing.

Enhancement. Increasing the net ecological functional values of the riparian buffer by any of the following: removal of impervious surfaces; restoring natural bank slopes; or increasing the cover and diversity of native vegetation.

Greenway Setback Line. A line that divides the Glenwood Riverfront portion of the WG Overlay District into two distinct areas. In the area between the ordinary low water line and 75 feet from the top of bank only water-dependent and water-related uses may occur. In the area from the Greenway Setback Line to the WG Overlay District outer boundary, uses permitted in the base zone may be allowed in accordance with the standards and criteria of this Section.

Intensification. Any addition that increases or expands the area or level of activity of an existing use; or any remodeling of the exterior of a structure that will substantially alter the appearance of the structure. For the purposes of this definition, “intensification" does not include: maintenance and repair necessary for the continuance of an existing use; reasonable emergency procedures necessary for the safety or protection of property; or existing residential use of lands within the Glenwood Riverfront portion of the WG Overlay District that includes the practices and activities customarily related to the use and enjoyment of one's home, such as, landscaping, construction of driveways, modification of existing structures or construction or placement of such accessory structures or facilities adjacent to the residence as are usual and necessary.

Ordinary high water line. The line on the bank or shore to which the high water ordinarily rises annually in a season.

Ordinary low water Line. The line on the bank or shore to which the low water ordinarily recedes annually in a season.

Maximum extent practicable. Text drawn from Oregon Statewide Planning Goal 15 (F.3.b.) intended to require a balancing of factors so that each of the identified Willamette Greenway criteria is met to the greatest extent possible without precluding the requested use.

Riverbank. A land feature or constructed structure that serves to contain the waters of a river. It can be distinguished from upland areas by the presence of riparian vegetation in close proximity to flowing water. Usually, the riverbank represents the limits of seasonal high water and periodic flood waters.

Top of Bank. See Section 6.1-110.

Water-dependent use. A use or activity that can be carried out only on, in, or adjacent to a water body, because the use requires access to the water body for transportation, recreation, energy production, or source of water. Except as necessary for water-dependent uses or facilities, residences, parking lots, factories and mobile home parks are not generally considered to be water-dependent uses.

Water-related use. A use that is not directly dependent upon access to a water body, but which provides goods or services that are directly associated with water-dependent use. Except where as necessary for water-dependent or water-related uses or facilities, highways,

restaurants, businesses, factories, and mobile home parks are not generally considered to be water-related uses.

D. Establishment of the Greenway Setback Line and Permitted Uses.

1. Establishment of the Greenway Setback Line. In the Glenwood Riverfront portion of the WG Overlay District, the Greenway Setback Line shall be 75 feet upland from the top of the bank, coterminous with the existing 75 foot wide riparian setback as specified in Subsection 4.3-115A.1. The coterminous positions of these setbacks shall not lessen the significance of, or reasons for protecting, the Willamette Greenway.

EXCEPTIONS:

a. For property owners who received City approval to establish a Greenway Setback Line along the Glenwood Riverfront as specified in Section 3.3-300 prior to the effective date of this Ordinance, that approval shall continue to be in full force and effect when development is proposed within the WG Overlay District.

b. For property owners who apply for approval to establish a Greenway Setback Line along the Glenwood Riverfront prior to the effective date of this Ordinance, the criteria of Section 3.3-325 shall be utilized. In this case, the Greenway Setback Line approval may occur after the effective date of this Ordinance. That approval shall also continue to be in full force and effect when development is proposed within the WG Overlay District.

2. The Glenwood Riverfront portion of the WG Overlay District is divided into two distinct areas by the Greenway Setback Line:

a. From the Greenway Setback Line to the river, only water-dependent or water-related uses shall be permitted. These uses include, but are not limited to:

i. Public multi-use paths;

ii. Access ways;

iii. Pedestrian trails and walkways;

iv. Boardwalks;

v. Picnic areas;

vi. Interpretive and educational displays;

vii. Overlooks and view points, including benches and outdoor furniture;

viii. Docks;

ix. Boat shelters;

x. Piers;

xi. Boat ramps;

xii. Bridges and related appurtenances for pedestrians, bicycles and motor vehicles; and

xiii. Stormwater facilities.

b. From the Greenway Setback Line to the outer boundary of the WG Overlay District, permitted uses shall be the same as those in the base zones. Additional limitations on the placement of permitted uses in this area may be required to facilitate on-site stormwater management as specified in the Springfield Engineering Design Standards and Procedures Manual.

E. Non-Conforming Uses and Development. Any existing non-conforming building, structure and/or use within the Glenwood Riverfront portion of the WG Overlay District may continue, expand, or be modified as may be permitted in Sections 5.8-120, 5.8-125 and Subsection 3.4-280F. until they are either abandoned and/or redeveloped.

EXCEPTION: Expansion of an existing building, structure, or use that is not water-related or water-dependent shall not be permitted within the Willamette Greenway Setback Line. Any proposed expansion shall be located outside of the Willamette Greenway Setback Line.

F. Development Standards. In addition to addressing the criteria of approval specified in Subsection 3.4-280M., the applicant shall address the following development standards:

1. Development within the area defined by the Glenwood Greenway Setback Line.

a. Existing native vegetation and trees upon the site shall be preserved, conserved, and maintained to the maximum extent practicable as specified in Sections 4.3-115, 4.3-117 and 3.4-270.

EXCEPTION: Disturbance necessary for construction or establishment of a water-related or water-dependent use, and measures necessary to reduce existing or potential bank erosion as specified in the Springfield Engineering Design Standards and Procedures Manual shall be permitted.

b. The hydraulic and flood carrying capacity of the river and the hydraulic effect of the river on bank stability between the ordinary low water line of the river and the top-of-bank shall be considered, and steps shall be taken to ensure minimal adverse effects by and upon the proposed intensification, development or change in use. Proposed development shall require a concurrent Floodplain Overlay District application.

c. If applicable, the applicant shall submit certification by a registered professional engineer that the standards specified in Subsections 3.4-280F.1.a. and b. have been met. Where necessary to properly evaluate a proposal, an applicant may be required to furnish further studies such as a soils survey and analysis, foundation study, or hydrologic study performed by licensed professionals.

2. Required landscaping on private property between the Greenway Setback Line and the outer boundary of the WG Overlay District shall be as specified in the applicable base zone, overlay district or this Plan District.

3. Buildings and Structures. All buildings and structures shall comply with the design standards specified applicable in the base zone, additional overlay zone or this Plan District.

4. Off-Street Parking.

a. Parking lots shall be designed to manage the quantity and quality of stormwater generated by any new or expanded impervious surface area as specified in the base zone, additional overlay zone, this Plan District or the Springfield Engineering Design Standards and Procedures Manual.

b. Parking lots shall use the required landscape area to manage stormwater from the new or redeveloped area, as specified in the base zone, additional overlay zone, this Plan District or the Springfield Engineering Design Standards and Procedures Manual.

c. Parking lots shall be screened from the Willamette River and from all abutting properties as specified in the base zone, additional overlay zone or this Plan District.

d. Parking lots may use alternative paving techniques as a mitigation measure to reduce the total amount of effective impervious surface area present on the site as specified in the base zone, additional overlay zone, this Plan District or the Springfield Engineering Design Standards and Procedures Manual.

e. Parking lot stormwater facilities shall be operated and maintained so as to avoid groundwater contamination, erosion and off-site sediment transport, landslide hazards, and other similar concerns in the base zone, additional overlay zone, this Plan District or the Springfield Engineering Design Standards and Procedures Manual.

5. Lighting.

a. In addition to the standards specified in the base zone, additional overlay zone, this Plan District or the Springfield Engineering Design Standards and

Procedures Manual, lighting within the Glenwood Riverfront portion of the WG Overlay District shall not:

i. Flash, if visible from the river;

ii. Be focused on or oriented to the river surface.

b. Lighting necessary for safety of pedestrians shall be as specified in the applicable base zone, overlay district, this Plan District or the Springfield Engineering Design Standards and Procedures Manual.

6. Height Limitation. New development, or alteration, and/or enlargement of existing buildings and structures within the Glenwood Riverfront portion of the WG Overlay District shall be as specified in the base zone, additional overlay zone or this Plan District.

7. Public Access. Where public access is provided to and along the Willamette River, that access shall be provided by easement, dedicated right-of-way, or other appropriate legal means as specified in the base zone, additional overlay zone or this Plan District.

8. Other Development Standards. Any additional development standards as specified in the base zone, additional overlay zone or this Plan District.

G. Review. Any change, intensification of use, or development, as defined in Subsection 3.4-280C., within the Glenwood Riverfront portion of the WG Overlay District, shall be reviewed under Type III Discretionary Use procedure in accordance with criteria specified in: Subsection 3.4-280L.; the Site Plan Review process as specified in Section 5.17-100; the Land Division process specified in Section 5.12-100, as applicable; any additional reviews required by this Code; and the standards of this Section.

1. All applicable concurrent applications, regardless of their typical level of review shall be elevated to a Type III review procedure.

2. No development shall occur within the Glenwood Riverfront portion of the WG Overlay District until the Approval Authority approves all applications required in this Section.

H. Exemptions. Within the Glenwood Riverfront portion of the WG Overlay District, the following uses are exempt from Type III Discretionary Use procedure:

1. Scenic easements acquired under ORS 390.332 and the maintenance of scenic easements acquired under ORS 390.368.

2. Additions to or modifications of existing utility lines, wires, fixtures, equipment, circuits, appliances, conductors and related appurtenances by public or municipal utilities, except utility substations.

3. Reasonable emergency procedures necessary for the safety or protection of property, including flood emergency procedures and maintenance and repair of existing flood control facilities.

4. Placement of signs, markers and other directional or wayfinding aids to serve the public by a public agency.

5. Landscaping with native or existing non-invasive vegetative materials only.

6. Alterations to the interior of a building where there are no exterior alterations that do not increase the size or alter the configuration of the building footprint.

7. Alterations to buildings or accessory structures that do not alter the configuration of the existing building's or structure's footprint.

8. Activities allowed within the base zone that are usual and necessary for the use and enjoyment of an existing residence including the modification of existing accessory structures or facilities on the same property.

9. Normal maintenance and repair necessary for the continuance of an existing use.

10. Removal of hazardous trees as determined by a certified Arborist, and vegetation identified as nuisance or invasive non-native plants and consistent with erosion prevention and sediment control standards as specified in the Springfield Engineering Design Standards and Procedures Manual, this Code and/or the Springfield Municipal Code.

11. Erosion control operations not requiring a permit from the Department of State Lands.

12. Activities to protect, conserve, enhance and maintain public recreation, scenic, historical and natural uses on public lands, or land within public easements.

13. Customary dredging and channel maintenance conducted under a permit from the State of Oregon.

14. Minor repairs or alterations to an existing structure for which no building permit is required.

15. Other activities similar to those listed in Subsections 3.4-280H.1.– 14. as specified in Section 5.11-100.

I. Variances. There shall be no Variance to the size or extent of the Greenway Setback Line or the WG Overlay District outer boundary. However, within the Glenwood Riverfront portion of the WG Overlay District, when a Variance is requested, as specified in Section 5.21-100, that application shall be submitted concurrently with the application for development approval in the Greenway. Both the Variance criteria of approval as specified in Sections 5.21-125 or 5.21-130; and the Glenwood Riverfront portion of the WG Overlay District criteria of approval

as specified in Subsection 3.4-280L. shall be satisfied and approved by the Approval Authority.

J. Application Submittal.

1. The required Discretionary Use and Site Plan Review applications shall comply with the submittal requirements of this Section and Section 5.17-120, as applicable. Where there is a conflict between the submittal requirements of this Section and the submittal requirements of other Sections of this Code, the submittal requirements of this Section shall prevail.

2. A prerequisite to the filing of a WG Overlay District permit in the Glenwood Riverfront shall be a Development Issues Meeting as specified in Subsection 5.1-120A., or a Pre-Application Report as specified Subsection 5.1-120B. Any intensification, change of use or development in the Glenwood Riverfront portion of the WG Overlay District shall require the following:

3. Written Materials.

a. A narrative that explains the proposed development and addresses the development standards in Subsection 3.4-280J. and the criteria in Subsection 3.4-280L.

b. A narrative stating the applicant has applied for any applicable State and/or Federal permits.

c. A narrative with drawings and/or photos of the proposed development, as it will appear when completed, and as viewed from the river.

4. A survey prepared by a licensed Professional Land Surveyor or Engineer showing the location of the ordinary low water line, top of bank, the Greenway Setback Line and the outer boundary of the WG Overlay District.

5. Any additional information required by this Code or the Springfield Engineering Design Standards and Procedures Manual that may be necessary to demonstrate compliance with this Section.

K. Additional Notice. In addition to the notice requirements specified in Section 5.2-115, notice shall be given to the Parks and Recreation Division of the Oregon Department of Transportation by immediately forwarding a copy of the application by certified mail, return receipt requested.

L. Criteria. In the Glenwood Riverfront portion of the WG Overlay District, the applicant shall demonstrate compliance with the following criteria of approval:

1. Any development, change of use or intensification of use permitted in the base zone shall be oriented toward the river between the Willamette Greenway Setback Line and the Willamette Greenway outer boundary.

EXCEPTION: Proposed water-dependent and water-related uses listed in Subsection 3.4-280D.2. shall be permitted within the Greenway Setback Line.

2. Between the Greenway Setback Line and the Willamette Greenway outer boundary, any development, change of use or intensification of use shall provide the maximum possible landscaped area/open space between the activity and the river.

3. Significant air, water and land resources including but not limited to: natural and scenic areas; views; vistas; and fish and wildlife habitats in and adjacent to the Greenway shall be protected, preserved, restored, or enhanced to the maximum extent practicable.

4. The maintenance of public safety and protection of public and private property, especially from vandalism and trespass shall be provided to the maximum extent practicable.

5. The natural vegetative fringe along the river shall be enhanced, protected and maintained in order to assure scenic quality and view points, protection of wildlife, protection from erosion and screening of uses from the river.

6. Areas of annual flooding, floodplains and wetlands shall be preserved or restored in their natural state to the maximum extent practicable to protect water retention, overflow and other natural functions specified in Section 3.3-400.

7. Recreational needs shall be satisfied as specified in the Glenwood Refinement Plan and/or this Plan District.

8. Adequate public access shall be provided to and along the river by appropriate legal means for all development as specified in the applicable base zone, overlay district, or this Plan District.

9. Areas of ecological, scientific, historical or archeological significance shall be protected, preserved, restored or enhanced to the maximum extent practicable.

10. Significant fish and wildlife habitats shall be protected to the maximum extent practicable.

11. Significant natural and scenic areas, viewpoints and vistas shall be protected to the maximum extent practicable.

12. Any necessary tree felling shall comply with Section 5.19-100 and shall occur in a manner that ensures the wildlife habitat and natural scenic qualities found in the Glenwood Riverfront portion of the WG Overlay District will be maintained and shall be restored by mitigation on-site. Only diseased trees or trees in danger of falling located between the ordinary low water line and the Greenway Setback Line may be removed with a certified Arborist's statement. However, snag retention shall be allowed. In the area between the Greenway Setback Line and the outer boundary of

the Glenwood Riverfront portion of the WG Overlay District, tree felling may be permitted to the extent necessary to accommodate those permitted uses as specified in the applicable base zone, overlay district or this Plan District.

M. Conditions. The Approval Authority may impose reasonable conditions of approval necessary to achieve compliance with the criteria specified in Subsection 3.4-280L.

N. Notice of Decision. In addition to the notice requirements specified in Subsection 5.1-135B., notice also shall be provided to the Parks and Recreation Division of the Oregon Department of Transportation by certified mail, return receipt requested, within 5 calendar days of the final decision by the Approval Authority.

O. Modifications to Approved Plans.

1. After the effective date of the approval of final plans, modifications may be considered as an amendment of the Site Plan Review application in accordance with the Type II review procedures specified in Section 5.17-145. The Director shall decide whether to grant the requested modification based on the following criteria:

a. The modification shall be consistent with the conditions of the original approval; and

b. The modification shall not result in significant changes to the physical appearance of the development, the use of the site, and impact on the surrounding properties.

2. If determined to be consistent with the above criteria, the Director shall approve the request.

3. The applicant retains the ability to submit the requested modification as a new Glenwood Riverfront portion of the WG Overlay District application based on the Type III review procedures.

SECTION 19: Section 4.3-110, Subsection E. is hereby amended:

4.3-110 Stormwater Management

E. Any development with a stormwater threshold management requirement of 1,000 square feet of impervious surface area shall be required to employ stormwater management practices consistent with the Springfield Engineering Design Standards and Procedures Manual, which minimize the amount and rate of surface water run-off into receiving streams. The following stormwater management practices may be required in order to relieve demand on the City's piped drainage system; to alleviate future costs of treating the piped discharge; to promote water quality; preserve groundwater and the vegetation and rivers it supports; and reduce peak storm flows:

1. Temporary ponding of water;

2. Permanent storage basins;

3. Minimizing impervious surfaces;

4. Emphasizing natural water percolation and natural drainageways;

5. Preventing water flowing from the street in an uncontrolled fashion;

6. Stabilizing natural drainageways as necessary below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion, as permitted/allowed by City, State and Federal regulations;

7. On-site filtration or skimming of run-off, that will enter natural drainageways to maintain water quality;

8. On-site constructed wetlands; and

9. The riparian area boundary, as specified in Subsection 4.3-115A., may be utilized to meet City on-site stormwater management requirements for flood control and water quality treatment provided the design is complimentary to and supportive of the primary objective of a properly functioning riparian habitat condition. Where the riparian boundary is not of sufficient size to meet these on-site requirements, the additional area needed shall be located contiguous to the riparian boundary to form a consolidated stormwater feature for operational and maintenance efficiencies and that is designed to be compatible with and complimentary to the riparian area boundary.

SECTION 20: Section 4.3-115. is hereby amended:

4.3-115 Water Quality Protection

These regulations apply water quality protection to only those sites that require Site Plan Review approval as specified in Section 5.17-100, and Land Divisions (Partition Tentative Plan and Subdivision Tentative Plan) approval as specified in Section 5.12-100. The following standards do not apply to single-family homes and duplexes in the Low Density Residential District as of July 15, 2002, unless as specified in Subsection 4.3-115A.1. Existing buildings that are within the riparian areas specified in Subsections 4.3-115A. 1. and 2. shall not be considered non-conforming. Subsections 4.3-115A.2.a. and b. provide additional protection from a non-conforming status.

A. When addressing criterion E. (as specified in Sections 5.12-125 and 5.17-125) to protect riparian areas along watercourses shown on the Water Quality Limited Watercourses (WQLW) Map, the following riparian area boundaries shall be utilized:

1. Along all watercourses shown on the WQLW Map with average annual stream flow greater than 1,000 cubic feet per second (CFS), the riparian area boundary shall be 75 feet landward from the top of the bank. Existing native vegetative ground cover and trees shall be preserved, conserved, and maintained between the ordinary low water line and the top of bank and 75 feet landward from the top of bank.

EXCEPTION: Within the Willamette Greenway, any change or intensification of use to a single-family home or duplex requires Site Plan Review as specified in Section 3.3-315. In this case, the Director may reduce the size of the required riparian area if there is a finding that the proposed development is in compliance with Section 3.3-300, the Willamette Greenway Overlay District, Section 3.2-280 and other applicable provisions of this Code.

2. Along all watercourses shown on the WQLW Map with average annual stream flow less than 1,000 CFS the riparian area boundary shall be 50 feet landward from the top of the bank. Existing native vegetative ground cover and trees shall be preserved, conserved, and maintained both between the ordinary low water line and the top of bank and 50 feet landward from the top of bank.

EXCEPTIONS:

a. For all watercourses subject to Subsection 4.3-115A.2., other than the Mill Race or Cedar Creek, the 50-foot riparian area standard may be reduced to 35 feet, provided an equivalent amount and function of pervious land is established elsewhere on the property that utilizes water quality measures including, but not limited to: wetlands; bioswales; and additional trees, especially in parking areas, exclusive of otherwise required water quality measures and landscape areas. The burden of proof shall be on the applicant to demonstrate, to the satisfaction of the Public Works Director, equivalency in relation to both the amount of pervious land (as specified above) and riparian area function (as specified in Section 4.3-110G.).

b. An existing building within a riparian area shall not be considered a non-conforming use if destroyed by earthquake, flood or other natural disaster, or fire. In this case, the replacement building may be constructed within the same footprint as the existing building. If the building is within the Willamette Greenway, the standards in Section 3.3-300, Willamette Greenway Overlay District apply.

3. Where a watercourse divides a lot/parcel and the existing riparian area along that watercourse is degraded in riparian function, the applicant may relocate the watercourse to another portion of the property as approved by the Public Works Director and applicable State or Federal agency.

4. If an expansion of the riparian area described in Subsections 4.3-115A.1. and 2. occurs as a result of a Federal or State agency permit process, the applicant shall:

a. Resubmit the preliminary Site Plan for additional review, as specified in Section 5.17-105;

b. Submit a Site Plan Modification application, as specified in Section 5.17-145; or

c. Resubmit the Tentative Plan for additional review as specified in Section 5.12-105.

B. Permitted Uses in Riparian Areas. The following uses are permitted in riparian areas as long as they do not diminish riparian functions:

1. The planting of trees and native vegetation to promote bank stability, enhance riparian areas, minimize erosion, preserve water quality and protect federally listed species. Trees may be clustered to allow the preservation of views; or to allow maintenance vehicles to approach City maintained stormwater facilities including detention basins, outfalls, culverts and similar stormwater facilities as may be permitted by the Springfield Engineering Design Standards and Procedures Manual.

2. The felling of hazardous trees for safety reasons as specified in Section 5.19-100, Tree Felling.

3. Riparian area restoration and enhancement including the removal of invasive plant species, where necessary.

4. Flood control structures, where necessary.

5. Stormwater management systems and outfalls, as specified in the Springfield Engineering Design Standards and Procedures Manual or as required by other regulating authorities.

6. Multi-use paths for pedestrian and/or bicycle use shall be permitted, provided that the multi-use path drains away from the watercourse. Multi-use paths shall be located along the outer edge of the required riparian area and away from the watercourse. The multi-use path shall be located at the outermost edge of the 75 foot-wide Greenway Setback Line/Riparian Setback to the maximum extent practicable. Utilities may be extended within a multi-use path.

7. Water-dependent or water-related uses between the Willamette River and the Greenway Setback Line as may be permitted in the Willamette Greenway Overlay District.

8. Private driveways, public street crossings, bridges and necessary culverts when there is no other vehicle access to the property. Crossings shall be preferably at right angles to the watercourse. Public and private utilities shall be permitted within the driveway, public street or bridge right-of-way.

9. Repair, replacement or improvement of utility facilities as long as the riparian area is restored to its original condition.

10. Routine repair and maintenance of existing structures, streets, driveways, utilities, accessory uses and other similar facilities.

11. Other activities similar to those listed above that do not diminish riparian function. The Director shall make the interpretations as specified in Section 5.11-100.

C. For protection of water quality and protection of riparian area functions as specified in Section 4.3-110, the following standards apply:

1. Avoid development or redevelopment in the following circumstances:

a. Unsuitable areas, including, but not limited to: unstable slopes, wetlands and riparian areas;

b. Stream crossings. Where crossings have to be provided, the impacts on water quality shall be minimized; and

c. Hardening or armoring of stream banks and shorelines.

2. Prevent:

a. Stormwater discharge impacts to water quality and quantity; and

b. Erosion and sediment run-off during and after construction.

3. Protect:

a. Riparian areas, buffers and functions around all watercourses; and

b. Wetlands, wetland buffers and wetland functions.

4. Preserve the hydrologic capacity of any watercourses.

5. Utilize native vegetation in riparian areas. The required riparian area landscaping shall be installed as part of the building permit process and may be bonded as specified in Section 5.17-150.

6. Restore and enhance riparian areas that are degraded in riparian function.

7. In applying Subsections 4.3-115C.1.-6., riparian area protection, preservation, restoration and enhancement measures shall be applied as follows:

a. For new development and redevelopment, existing riparian area functions shall be protected and preserved. Degraded functions shall be restored or enhanced through the full riparian area width, as specified in Subsections 4.3-115A.1. and 2., and extending through the full frontage of the lot/parcel along the watercourse on the Water Quality Limited Watercourse (WQLW) Map.

b. For additions and expansions on any portion of a lot/parcel, existing riparian area functions shall be protected and preserved through the full riparian area

width specified in Subsections 4.3-115A.1. and 2., and extending through the full frontage of the lot/parcel along the watercourse on the WQLW Map.

c. For additions and expansions within 100 feet of a watercourse on the WQLW Map on a lot/parcel that has degraded riparian functions, the area for restoration or enhancement shall be based upon the ratio of the impervious area of the addition or expansion to the existing building or impervious area on the lot/parcel. The restoration or enhancement shall start at the top of bank of the watercourse and work landward.

SECTION 21: Table 5.4-1 is hereby amended:

Table 5.4-1 Development Applications

Type of Application	*Decision Type*	*Applicable SDC Sections*
Accessory Dwelling Unit	Type I	5.5-100
Amendment of Development Code Text	Type IV	5.6-100
Amendment of Refinement Plan Text or Diagram	Type IV	5.6-100
Annexation	Type IV	5.7-100
Appeal of a Type II Director's Decision	Type III	5.3-100
Appeal of Type III Decision to City Council	Type IV	5.3-100
Appeal of an Expedited Land Division	Type III	5.3-125
Conceptual Development Plan	Type III	Applicable Section
Conceptual Development Plan Amendment	Type III	Applicable Section
Demolition of Historic Landmark	Type III	3.3-900
Determination of Non-Conforming Use Status	Type I	5.8-100
Development Issues Meeting	Type I	5.1-100
Discretionary Use	Type III	5.9-100
Drinking Water Protection Overlay District Development	Type I	3.3-200
Establishment of Historic Landmark Inventory	Type III	3.3-900
Expansion/Modification of a Non-Conforming Use	Type II	5.8-100
Expedited Land Division	Type II	5.1-145
Extraterritorial Extension of Water or Sewer Service	Type IV	3.3-825
Final Site Plan Equivalent	Type I	5.17-100
Final Site Plan Review/Development Agreement	Type I	5.17-100
Floodplain Development	Type I	3.3-400
Hillside Development Overlay District	Type II	3.3-500
Historical Commission Review—Major Alteration	Type II	3.3-900
Historical Commission Review—Minor Alterations	Type I	3.3-900
Home Occupations	Type I	4.7-165
HS Hospital Support Overlay District	Type II	3.3-1100
Interpretation involving policy	Type IV	5.11-100
Interpretation not involving policy	Type III/no formal review	5.11-100/3.4-260
Land Use and Zoning Compatibility Statement	Type I	3.1-100
Major or Minor Replat Tentative Plan	Type II	5.12-100
Major or Minor Replat Plat	Type I	5.12-100

Major Variance	Type III	5.21-100
Emergency Medical Hardship	Type II	5.10-100
Manufactured Dwelling Park	Type II	3.2-235
Manufactured Dwelling Park Space Line Adjustment	Type I	3.2-235
Manufactured Home—Temporary Residential Use	Type I	3.2-235
Master Plan	Type III	5.13-100
Master Plan Amendment	Various	5.13-100
Metro Plan Amendment Type I (text) or Type II (diagram)	Type IV	5.14-100
Minimum Development Standards	Type I	5.15-100
Minor Variance	Type II	5.21-100
Partition Tentative Plan	Type II	5.12-100
Pre-Application Report	Type I	5.1-100
Property Line Adjustment—Single	Type I	5.16-100
Property Line Adjustment—Serial	Type II	5.16-100
Site Plan Modification—Minor	Type I	5.17-100
Site Plan Review Modification—Major	Type II	5.17-100
Site Plan Review	Type II	5.17-100
Solar Access Protection	Type II	5.18-100
Subdivision Tentative Plan	Type II	5.12-100
Tree Felling Permit	Type II	5.19-100
Vacation of Plats, Public Right-of-way, or Other Public Property	Type IV	5.20-100
Vacation of Public Easements	Type II	5.20-100
Willamette Greenway Overlay District Development	Type III	3.3-300/3.4-280
Wireless Telecommunications Systems Facilities	Type I, II, or III	4.3-145
Zoning Map Amendment	Type III	5.22-100

SECTION 22: Section 5.6-100 is hereby amended:

Section 5.6-100 Refinement Plans and the Development Code—Adoption or Amendment

Sections

5.6-105 Initiation
5.6-110 Review
5.6-115 Criteria

SECTION 23: Section 5.6-105 is hereby amended:

5.6-105 Initiation

A. A new refinement plan and/or Development Code may be initiated by the Director, the Planning Commission, or the City Council.

B. Amendment of adopted refinement plans, refinement plan diagrams and this Code's text may be initiated by the Director, the Planning Commission, the City Council or a citizen.

C. Citizen initiated amendments are allowed only twice each calendar year; on or before January 5th or July 5th.

SECTION 24: Section 5.6-110 is hereby amended:

5.6-110 Review

Adoption or amendment of refinement plan text, refinement plan diagrams and this Code's text are reviewed under Type IV procedure.

SECTION 25: Section 5.6-115 is hereby amended:

5.6-115 Criteria

A. In reaching a decision on the adoption or amendment of refinement plans and this Code's text, the City Council shall adopt findings that demonstrate conformance to the following:

1. The Metro Plan;

2. Applicable State statutes; and

3. Applicable State-wide Planning Goals and Administrative Rules.

B. Applications specified in Section 5.6-105 may require co-adoption by the Lane County Board of Commissioners.

SECTION 26: Section 5.12-160 is hereby amended:

5.12-160 Major or Minor Replat Review

A. All Replat Plats are reviewed under Type I procedure.

B. All Replat Tentative Plans are reviewed under Type II procedure.

C. In addition to the Type II notice requirement specified in Section 5.1-130, when a utility easement is proposed to be realigned, reduced or increased in width or omitted by any Replat, all affected utility companies shall also be notified. Any utility company that desires to maintain an easement subject to vacation under this Section shall notify the City in writing within 14 days of the mailing of the notice.

SECTION 27: Section 6.1-110 is hereby amended:

Adaptive Reuse. A permitted use of a building that is different from its original or previous use, often involving conversion work involving substantial modifications.

Build-to Line. A line parallel to the property line that prescribes a consistent plane of building facades 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.

Business Park. A development on one or more lots/parcels under common ownership with two or more separate buildings to accommodate light industrial uses including but not limited to: office research and development; manufacturing; assembly; warehousing and distribution; large administrative headquarters; and other professional and administrative uses. Light industrial uses permitted within the business park have no significant potential for major pollution, adverse visual impacts, or nuisance or hazard factors; and are planned, designed, constructed and managed on an integrated and coordinated basis with special attention given to on-site vehicular circulation, off-street parking, utility needs, building design and orientation and open space, landscaping, noise control, outdoor storage and other site improvements as may be required by this Code.
Change of Use. A change from one existing permitted use to another permitted use in the applicable zoning district. Change of use includes changes that require construction or alteration to land or water outside of existing buildings, structures, or open storage areas; and that substantially alters or affects land or water. Also, as used in Section 3.4-280C., making a different use of the land or water. Change of use does not include: a change of use of a building or other structure that does not substantially alter or affect the land or water upon which it is located; the sale of property; or modifications of existing structures, as may be permitted by this Section.

Clinic. A facility consisting of single or multiple offices where a group of medical, allied health professions and alternative care-givers provide diagnosis, care and treatment of persons primarily on an outpatient basis.

Development. Any human-made change to improved or unimproved real estate, including, but not limited to: a change in use; construction, installation or change of a structure; subdivision and partition; establishment or termination of a right of access; storage of materials, equipment or vehicles on the land; drilling and site alteration due to land surface mining, filling, grading, dredging, paving, excavation or clearing of trees and vegetation. Agricultural uses (including agricultural structures), when otherwise permitted by the base zoning district, are exempt from this definition unless agricultural structures are placed within adopted special flood hazard zones. As used in Section 3.3-400 Floodplain Overlay District, any human-made change to improved or unimproved real estate located within the area of special flood hazard, including, but not limited to: buildings and other structures; mining; dredging; filling; grading; paving; excavation; or drilling operations. As used in Section 3.4-280C., any activity within the Glenwood Riverfront portion of the WG Overlay District that would alter the elevation of the land; remove or destroy plant life; cause structures of any kind to be installed, erected, or removed; or result in a measurable change of any kind.

Drive-Through Business. An establishment that sells products or provides services to occupants in vehicles where payment is made and the product or service is picked up at a drive-up window This use includes, but is not limited to: the operation of drive-up or a drive-through service at a restaurant; bank or financial institution; personal services; and retail sales (e.g., pharmacy).

Hospital. A facility consisting of one or more buildings where health practitioners, allied health professions and alternative care-givers provide diagnosis, care and treatment of persons including convalescence and care during and after pregnancy, or for any other reason, where patients may be admitted for short-stay, day surgery, emergency service or overnight stay, or for a longer period.

Hotel. A building in which lodging is provided to guests for compensation, consisting of a lobby and individual sleeping quarters, typically without cooking facilities, with separate entrances opening directly to an internal hallway. Parking may be on-site or in a separate parking structure.

Hybrid Multi-Way Boulevard. A street design that accomplishes the fundamental goal of vehicular through traffic movement including transit facilities and also creates a pedestrian-friendly environment by providing slip lanes for local traffic, on-street parking, safe pedestrian and bicycle facilities, and by locating buildings closer to or at the right-of-way line.

Incubator Development. Facilities that accommodate new business establishments spun-off from the research, development and testing laboratories of a major institution, a related institution, or larger high- or bio-technology industry. If on-site manufacturing or production capabilities are included within an incubator development, the establishment will be classified as an industrial use.

Industrial Park. A development on one or more lots/parcels under common ownership with two or more separate buildings that are designed, constructed and managed on an integrated and coordinated basis. Industrial parks are intended to accommodate heavy industrial uses as primary uses and office research and development, light manufacturing, light assembly, warehousing and distribution, large administrative headquarters and other professional and administrative uses as secondary uses.

LEED (Leadership in Energy and Environmental Design) is the nationally accepted benchmark for the design, construction and operation of high performance energy efficient buildings.

Live/Work Unit. 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.

Mid-Block Connector. 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 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.

Mixed-Use Building or Development. A building or development characterized by either a vertical or horizontal physical integration of uses. A mixed-use building is a structure at least two stories in height that includes a mix of uses such as retail and office uses, residential and commercial uses, or commercial and light industrial uses. A mixed-use development includes multiple buildings, usually of multiple stories, designed to assure a diversity of compatible land uses that may include a mixture of residential, office, retail, services, recreational, live/work units, flex space uses, and other miscellaneous uses allowed in a zoning district.

Modification. A request submitted to change a final approval of any development proposal or a modification as may be permitted to a Plan District development or building standards.

Motel. A building or group of buildings in which lodging is provided to guests for compensation, consisting of individual sleeping quarters, with or without cooking facilities, with separate entrances opening directly on a parking area .

Multi-Use Path. A paved facility intended to be used by pedestrians, skaters (inline or roller), and bicyclists that has no or minimal cross-flow by motor vehicles. The multi-use path is generally designed for two-way travel. The multi-use path may be separated from and aligned with the public right-of-way within an easement or located within the public right of way.

Riparian Area. Riparian areas are vegetated areas (generally consisting of trees, shrubs and grasses) located along both sides of water bodies and are transitional boundaries between land and water environments. Riparian zones act as buffers to protect surface waters from contamination and are habitats for a large variety of animals and birds.

Structure, Parking. A parking garage located aboveground or underground consisting of two or more levels.

Structure, Primary. A structure, or combination of structures, of chief importance or function on a site. In general, the primary use is carried out in a primary structure. A site may have more than one primary structure. The difference between primary and accessory structure is determined by comparing the size, placement, similarity of design, use of common building materials and the orientation of the structures on the site (See also Accessory Structure and Accessory Dwelling Unit).

Use, Accessory. A use or uses within a primary commercial, office and/or employment building that is for the employees' benefit and that does not generally serve the public; including, but not limited to: building maintenance facilities; central mail rooms; child care; conference rooms; employee restaurants and cafeterias; indoor recreation areas; and indoor recycling collection centers. The accessory use is not considered a secondary use and does not have to meet any percentage standard, however, the accessory use shall be part of a primary use building.

Use/Activity, Water-Dependent. A use or activity that requires access to the Willamette River for water-borne transportation, recreation, energy production, or source of water.

Use/Activity, Water-Oriented. A use or activity whose attraction to the public is enhanced by a view of or access to the Willamette River.

Use/Activity, Water-Related. A use or activity that is not directly dependent upon access to the Willamette River, but which provides goods or services that are directly associated with water-dependent land or waterway use, and which, if not located adjacent to the river, would result in a public loss of quality in the goods or services offered. Except as necessary for water-dependent or water-related uses or activities residences, parking lots, spoil and dump sites, roads and highways, restaurants, businesses, factories, and mobile home parks are not generally considered dependent on or related to water location needs.

Use, Primary. An activity or combination of activities of chief importance on the site. One of the main purposes for which the land or structures are intended, designed, or ordinarily used. A site may have more than one primary use. The primary use usually occupies more than 50 percent of the gross floor area of a building or more than 50 percent of a development area. Tree removal and timber harvesting are not primary uses within the Urban Growth Boundary.

Use, Secondary. Any approved use of land or a structure that is incidental and subordinate to the primary use, and located in the same building or in the same development area as the primary use. No secondary use shall occupy more than 50 percent of the gross floor area of a building or more than 50 percent of a development area occupied by the primary use. Secondary uses shall not occur in the absence of primary uses. Secondary uses are not accessory uses.

SECTION 28: APPENDIX 3 TEMPORARY GLENWOOD RIVERFRONT PLAN DISTRICT MASTER PLAN STANDARDS, Sections 5.13-100 through 5.13-140 are hereby deleted:

SECTION 29: APPENDIX 3 GLENWOOD REFINEMENT PLAN POLICIES AND IMPLEMENTATION STRATEGIES, Sections A. through G. are hereby added:

APPENDIX 3 GLENWOOD REFINEMENT PLAN POLICIES AND IMPLEMENTATION STRATEGIES – PHASE 1

The following GRP Chapters, policies and implementation strategies apply to the GRMU Plan District:

A.	Land Use and Built Form Chapter
B.	Transportation Chapter
C.	Open Space Chapter
D.	Housing and Economic Development Chapter
E.	Public Facilities and Services Chapter
F.	Urban Transition and Annexation Chapter
G.	Historic and Cultural Resources Chapter

A. Land Use and Built Form Chapter.

A.1. Land Use Designations and Zoning – General.

A.1.a. Designate and zone land that meets the fundamental characteristics of the Mixed-Use and Nodal Development Area designations, as defined in the Metro Plan.

A.1.a.1. Identify four Glenwood Riverfront Subareas with primary and secondary uses that are specific to each.

A.1.a.2. Maintain and expand the existing nodal designation boundary to include land on both sides of Franklin Boulevard from the I-5 Bridges to the Springfield Bridges, and on both sides of McVay Highway between the Springfield Bridges and an area just south of the railroad trestle, as depicted in Figure 2.

A.1.a.3. Designate and zone land north of Franklin Boulevard in between the northern extension of Henderson Avenue and the northern extension of McVay Highway as Residential Mixed-Use, as depicted in Figure 2.

A.1.a.4. Designate and zone land north of Franklin Boulevard in between the northern extension of McVay Highway and the Springfield Bridges as Commercial Mixed-Use, as depicted in Figure 2.

A.1.a.5. Designate and zone land on both sides of Franklin Boulevard from the I-5 Bridges to South Brooklyn Avenue as Office Mixed-Use, as depicted in Figure 2.

A.1.a.6. Designate and zone land on both sides of McVay Highway from the Springfield Bridges to the southern terminus of Springfield's Urban Growth Boundary as Employment Mixed-Use, as depicted in Figure 2.

A.1.a.7. Compliance with the Transportation Planning Rule (TPR). The TPR (OAR 660-012-0000, et seq.) requires that when making an amendment to a land use plan, a local jurisdiction shall put in place measures to ensure that land uses are consistent with the identified function, capacity, and performance standards of a State or City facility when the plan amendment has a significant effect on that facility. The TPR defines "significant effect" as reducing performance below the minimum acceptable standard in the relevant plan, or worsening the performance of a facility otherwise projected to perform below the minimum acceptable standard (OAR 660-012-0060). In evaluating whether or not the amendments to the Glenwood Refinement Plan contemplated in Phase I (the Amendment) have a significant impact, as defined in the TPR, the City has made findings with respect to the reasonable re-development potential for Subareas A, B, C, and D, as of the date of adoption of this Amendment, and the impact of such development on the relevant State or City facility (Franklin Boulevard) as follows:

A.1.a.7.i. In Subareas A, B, and C in aggregate, not more than 90 percent of that area will redevelop within the 20 year Plan horizon. This level of redevelopment will be

associated with trip generation of 3,229 peak hour trips plus 165 peak hour trips generated by remaining non-redeveloped property. These are the maximum trips that may be reasonably expected during the 20 year Plan horizon. Should development be proposed during the Plan horizon that, when added to trips generated from previous redevelopment and trips generated on undeveloped property, may be reasonably expected to generate trips in excess of 3,394 trips, then the proposed development will be responsible to make further determinations of significant effect as required by the TPR in effect at the time of the proposed development and best practices, subject to the sunset provisions described below. Should the TPR analysis conclude that the proposed development would significantly affect an existing or planned transportation facility, then the proposed development shall be responsible for: 1) Successfully pursuing a reduced mobility standard from the State of Oregon such that the significant effect would no longer exist; or 2) Successfully mitigating the significant effect, to the extent necessary pursuant to the requirements of the TPR by actions including, but not limited to amendments to any or all land use and other plans, including: this Plan; the City's Transportation System Plan; or the Central Lane Metropolitan Planning Organization Regional Transportation Plan. Trip generation from redeveloping land uses will be tracked as development is proposed and approved.

A.1.a.7.ii. In Subarea D, not more than 50 percent of that area will redevelop within the Plan horizon, with an associated trip generation of 1,363 peak hour trips plus 294 peak hour trips generated by remaining non-developed property. These are the maximum trips that may be reasonably expected during the 20 year Plan horizon. Should development be proposed during the Plan horizon that, when added to trips generated from previous redevelopment and trips generated on undeveloped property, may be reasonably expected to generate trips in excess of 1,667 trips, then the proposed development will be responsible to make further determinations of significant effect as required by the TPR in effect at the time of the proposed development and best practices, subject to the sunset provisions described below. Should the TPR analysis conclude that the proposed development would significantly affect an existing or planned

transportation facility, then the proposed development shall be responsible for: 1) Successfully pursuing a reduced mobility standard from the State of Oregon such that the significant effect would no longer exist; or 2) Successfully mitigating the significant effect, to the extent necessary pursuant to the requirements of the TPR by actions including, but not limited to amendments to any or all land use and other plans including: this Plan; the City's Transportation System Plan; or the Central Lane Metropolitan Planning Organization Regional Transportation Plan. Trip generation from redeveloping land uses will be tracked as development is proposed and approved.

A.1.a.7.iii. In the event that Franklin Boulevard transfers to City jurisdiction, the City finds that there is no State or City facility on which the Amendment will have an effect, regardless of the level of development in Subareas A, B, and C. In the event that McVay Highway transfers to City jurisdiction, the City finds that there is no State or City facility on which the Amendment will have an effect, regardless of the level of development in Subarea D.

A.1.a.7.iv. In the event that either Transportation System Plan analysis or that provided by the Franklin Boulevard National Environmental Policy Act process shows that even with the addition of reasonably expected trips at full build-out of Subareas A, B, C, and D there would be no significant operational effect on Franklin Boulevard or McVay Highway as determined by the TPR and planned projects in effect at the time of such analysis, the City finds that there is no State or City facility significantly affected by the Amendment.

A.2. Land Use Designations and Zoning – Specific.

A.2.a. Adopt the GRMU Plan District and apply it to all parcels in the Glenwood Riverfront.

A.2.a.1. Develop Plan District sub-sections including, but not limited to: Purpose; Applicability; Land Use Designations, Zoning District Descriptions and Applicable Overlay Districts; Review; Non-Conforming Uses; Conflicts; GRMU Plan District Modifications; Design Standards Alternatives/Exemptions from Design Standards; Phased Development; Schedule of Use Categories; Prohibited Uses; Use Interpretations; Base Zone Standards; Public and Private

Development Standards; Building Design Standards; and Willamette Greenway Development Standards.

A.2.a.2. Develop development and design sub-sections including, but not limited to: Street Trees and Curbside Planter Strips; Lighting; Bicycle Facilities; Multiuse Path; Private Property Landscape Standards; Vehicle/Bicycle Parking and Loading Standards; Wastewater Facilities and Services; Stormwater Facilities and Services; Public Park and Open Space Facilities; Location of Transit Stations; Signs; Light Manufacturing Operational Performance Standards; Historic and Cultural Resources; Design Team; Facades/Vertical Building Divisions; Height; Massing/Building Articulation; Windows and Doors; Orientation/Entrances; Build-to Lines and Maximum Building Setbacks; Pedestrian Amenities; Screening Mechanical Equipment; and Parking Structure Design Standards.

B. Transportation Chapter.

B.1. Franklin Boulevard.

B.1.a. Partner with ODOT, Lane Transit District (LTD), property owners, and private developers to fund, dedicate right-of-way, design, and construct the upgraded Franklin Boulevard.

B.1.a.1. During the land use review and approval process for properties fronting Franklin Boulevard, establish design and exact right-of-way obligations, and require dedication of right-of-way necessary to construct the hybrid multi-way boulevard.

B.1.b. Use a blend of hybrid multi-way boulevard designs as conceptually depicted in Figures 1 and 2 to allow for flexibility in phasing design and construction as funding becomes available.

B.1.b.1. Locate the right-of-way for the Franklin Boulevard improvements within the Corridor Envelope described below to maximize the developable area between the upgraded facility and the Willamette River, while also working to minimize impacts on existing buildings on the south side of the upgraded facility.

B.1.b.2. For the purpose of determining maximum necessary width, design the upgraded Franklin Boulevard such that the maximum necessary width does not exceed: two eastbound and two westbound through lanes; dedicated bus rapid transit facilities between Glenwood Boulevard and McVay Highway; left turn lanes; a continuous and safe bicycle facility along both sides of the boulevard; access lanes in specified locations separated by a landscaped median adjacent to the through lanes; continuous, wide setback sidewalks buffered from traffic flow; on-street

parking on the north and south access lanes; and potential alternative bicycle/pedestrian amenities or on-street parking on both the north and south side of the arterial sections.

B.1.c. Establish a Corridor Envelope, the approximate maximum width of which is 197 feet, and the northern boundary of which is generally 20 feet north of the northern right-of-way of Franklin Boulevard (McKenzie Highway) as documented by ODOT right-of-way files as of October 18, 2011. Within this Corridor Envelope, the maximum width of the hybrid multi-way boulevard is approximately 172 feet, except where bump-outs may be required for transit stations or proposed intersections. The corridor design envelope for the hybrid multi-way boulevard provides for alignment flexibility during final design to address any geometric roadway design issues, and also to provide design flexibility to minimize right-of-way impacts. The corridor design envelope and planned upgraded Franklin Boulevard are described in more detail below and are graphically approximated in Figure 3.

B.1.c.1. Franklin Boulevard/Glenwood Boulevard Intersection and Franklin Boulevard/McVay Highway Intersection: Preserve the area shown on Figure 3 for future intersection improvements to provide corridor mobility and roadway access to the Glenwood Riverfront at both intersection locations.

B.1.c.2. Jenkins Drive to Glenwood Boulevard: The Corridor Envelope will narrow to approximately 110 feet west of the Glenwood Boulevard intersection, tapering to meet the facility cross-section within the I-5 right-of-way. This section of the facility is planned as a modern urban arterial.

B.1.c.3. Glenwood Boulevard to Henderson Avenue: The Corridor Envelope will narrow to approximately 151 feet between the intersections, flaring to accommodate the intersection geometry at Glenwood Boulevard and matching the width of the facility at the Henderson Avenue intersection. This section of the facility is planned as a modern urban arterial.

B.1.c.4. Henderson Avenue to Mississippi Avenue: The Corridor Envelope is 197 feet wide. This section of the facility is expected to include multi-way boulevard treatments on both the north and south sides.

B.1.c.5. Mississippi Avenue to McVay Highway: The Corridor Envelope flares to match the facility at Henderson and intersection geometry at McVay Highway. Between these two match lines the Corridor Envelope is approximately 184 feet wide. This section of the facility is expected to include multi-way treatments on the north side and modern urban arterial design on the south side.

B.1.d. Enhance the safety, comfort, and convenience of pedestrians and bicyclists along and across the boulevard.

B.1.d.1. Establish continuous, wide setback sidewalks on both sides of the boulevard that are buffered from traffic flow and that consider the adjacent land use context pertinent to development.

B.1.d.2. Reduce crossing distances and provide pedestrian refuges by utilizing curb extensions, stop controls, or other appropriate traffic control devices at intersections.

B.1.d.3. Provide enhanced pedestrian crossings to transit stations in the vicinity of intersections.

B.1.d.4. Enhance the urban design of the area and differentiate the building/frontage zone, the travel/throughway zone, the furnishing zone, and the curb/edge zone of the sidewalks by incorporating distinct elements, patterns, and/or materials such as pavement treatments, street trees, landscaping, water quality facilities, street furniture, bicycle parking, street lights, and pedestrian scale lighting.

B.1.d.5. Provide a continuous and safe bicycle facility along both sides of the boulevard from the Springfield Bridges to I-5.

B.1.e. Increase the safety, mobility, and efficiency of bus rapid transit service, automobiles, and trucks.

B.1.e.1. Separate through traffic from local traffic by using a combination of direct through lanes and low-speed access lanes with on-street parking.

B.1.e.2. Establish dedicated bi-directional bus rapid transit facilities.

B.1.e.3. Construct multi-lane roundabouts at the Franklin Boulevard/McVay Highway intersection and the Franklin Boulevard/Glenwood Boulevard intersection that incorporate bicycle and pedestrian treatments that calm traffic and support pedestrian and bicycle mobility and safety.

B.1.e.4. Coordinate with appropriate State and local agencies (depending on the jurisdictional responsibilities in effect) to close, consolidate, realign, and relocate street intersections and curb cuts along the length of Franklin Boulevard to improve facility operations and reduce safety conflicts.

B.1.f. Locate transit stations to provide optimal, safe pedestrian access between stations and adjacent areas planned for mixed-use development.

B.1.f.1. Construct two median transit stations between the Franklin Boulevard/Glenwood Boulevard intersection and the Franklin Boulevard/McVay Highway intersection. Consider two additional curbside stations at the Franklin Boulevard/Glenwood Boulevard intersection and the Franklin Boulevard/McVay Highway intersection.

B.1.g. Seek opportunities, partnerships, and funding to incorporate public art features into the design and construction of street improvements and to establish distinctive, iconic gateway features that help create a sense of place and orient travelers along the corridor.

B.2. Franklin Riverfront Local Street Network.

B.2.a. Partner with property owners and private developers to fund, dedicate right-of-way, design, and construct an interconnected local street system in the Franklin Riverfront that improves access, mobility, safety, and comfort for vehicles, pedestrians, and bicyclists, as conceptually depicted in Figure 4.

B.2.a.1. Coordinate with Lane County to facilitate the new street system through annexation and vacation of existing local access roads.

B.2.a.2. Coordinate with Lane County to provide an orderly transition from rural to urban roads through annexation and jurisdictional transfer of existing Lane County roads.

B.2.a.3. Promote optimum conditions for the use of passive and active solar strategies by aligning streets to optimize the penetration of natural light to buildings and public spaces.

B.2.a.4. Promote short blocks and pedestrian-friendly larger block development sites by providing through-block streets or accessways every 250 to 350 feet.

B.2.a.5. Extend Glenwood Boulevard, Henderson Avenue, Mississippi Avenue, and McVay Highway north of Franklin Boulevard to the riverfront street as primary north-south through streets.

B.2.a.6. Establish additional north-south through streets, extending from Franklin Boulevard's access lanes to the riverfront street in between Henderson Avenue and McVay Highway, and to include the park blocks as conceptually depicted in Figure 5 and as specified in the Open Space Chapter.

B.2.a.7. Establish an east-west through street (between the northern edge of development and the riverfront) from the northern extension of Glenwood Boulevard to the northern extension of McVay Highway, to avoid dead-end north-south streets; offer continuous public access, emergency access, and maintenance access along the

riverfront; clarify public entrances and exits along the riverfront; and increase the actual and perceived safety of the riverfront.

B.2.a.8. Establish east-west service streets from the northern extension of Henderson Avenue to the northern extension of McVay Highway to improve access, connectivity, and parking, loading, and collection services in between proposed new north-south streets.

B.2.a.9. Consider a maximum of one through alley per block face to provide service access to mixed-use inner block development sites.

B.2.a.10. Update the Conceptual Local Street Map, the Springfield Engineering Design Standards and Procedures Manual, and the Springfield Standard Construction Specifications regarding the Franklin Riverfront Local Street Network improvements to enable implementation of the Plan transportation policies and implementation strategies.

B.2.b. Design north-south through streets to support and provide direct access to the mixed-use development facing these streets; and increase safety, comfort, and attractiveness for bicyclists and pedestrians, as conceptually depicted in Figure 6.

B.2.b.1. Develop two-way local streets consistent with maximum speeds of 20 miles per hour.

B.2.b.2. Consider developing the streets around the park blocks as one-way couplets consistent with maximum speeds of 20 miles per hour.

B.2.b.3. Use traffic calming techniques, such as reduced lane widths, raised crosswalks and intersections, mini roundabouts, and pedestrian priority crossings.

B.2.b.4. Provide for direct, continuous, and safe bicycle travel along both sides of these streets.

B.2.b.5. Incorporate continuous, wide setback sidewalks that are buffered from traffic flow and that consider the adjacent land use context pertinent to development on both sides of these streets.

B.2.b.6. Enhance the urban design of the area and differentiate the building/frontage zone, the travel/throughway zone, the furnishing zone, and the curb/edge zone of the sidewalks by incorporating distinct elements, patterns, and/or materials such as pavement treatments, street trees, landscaping, water quality facilities, street furniture, bicycle parking, public art, street lights, and pedestrian scale lighting.

B.2.b.7. Provide short-term, on-street parking bays on both sides of the primary north-south streets.

B.2.b.8. Consider providing short-term, on-street parking bays only on the developed side of the north-south park block streets.

B.2.b.9. Limit access to inner block development from these streets unless access for loading, parking, and/or collection services is not possible from east-west service streets.

B.2.b.10. Maintain the elevation and appearance of sidewalks where crossed by vehicular access points.

B.2.b.11. Consider alternative designs for through-block accessways on larger block development sites that function as safe and direct access routes for pedestrians and bicyclists, and include trees, landscaping, and pedestrian-scale lighting.

B.2.c. Design east-west service streets to: provide vehicular access for parking, loading, and collection services to inner block mixed-use development sites; increase safety, comfort, and attractiveness for bicyclists and pedestrians; and provide direct access to and support for the mixed-use development facing these streets, as conceptually depicted in Figure 6. At least one of the service streets must be a through street.

B.2.c.1. Develop two-way local streets with target speeds consistent with maximum speeds of 20 miles per hour.

B.2.c.2. Design the street segments that cross through the park blocks to be as narrow as possible while still accommodating two-way traffic, emergency vehicle access, and potential on-street parking.

B.2.c.3. Use traffic calming techniques, such as reduced lane widths, raised crosswalks and intersections, mini roundabouts, and pedestrian priority crossings.

B.2.c.4. Provide for direct, continuous, and safe bicycle travel along both sides of these streets.

B.2.c.5. Incorporate continuous, setback sidewalks that are buffered from traffic flow and that consider the adjacent land use context pertinent to development on both sides of these streets.

B.2.c.6 . Enhance the urban design of the area and differentiate the building/frontage zone, the travel/throughway zone, the furnishing zone, and the curb/edge zone of the sidewalks by incorporating distinct elements, patterns, and/or materials such as pavement treatments, street trees, landscaping, water quality facilities, street furniture, bicycle parking, public art, street lights, and pedestrian-scale lighting.

B.2.c.7. Provide short-term, on-street parking on both sides of these service streets.

B.2.c.8. Keep the frequency of curb cuts, loading docks, garage entrances, and driveways to a practical minimum, ideally no more than one vehicular access point per block face.

B.2.c.9. Maintain the elevation and appearance of sidewalks where crossed by vehicular access points.

B.2.c.10. Consider alternative designs for these streets (including street trees, landscaping, and pedestrian-scale lighting) while maintaining functionality as safe and direct access routes for pedestrians, bicyclists, and vehicles.

B.2.d. Design an east-west riverfront through street to support and provide direct access to the mixed-use development facing this street, and to increase safety, comfort, and attractiveness for bicyclists and pedestrians, as conceptually depicted in Figures 7, 8, and 9.

B.2.d.1. Develop a two-way local street with target speeds consistent with maximum speeds of 20 miles per hour.

B.2.d.2. Use traffic calming techniques, such as reduced lane widths, raised crosswalks and intersections, mini roundabouts, and pedestrian priority crossings.

B.2.d.3. Provide for direct, continuous, and safe bicycle travel along both sides of these streets.

B.2.d.4. Incorporate a continuous, wide, curbless setback sidewalk that is buffered from traffic flow and that considers the adjacent land use context pertinent to development on the south side of this street; and a continuous, wide, curbless setback sidewalk that is buffered from traffic flow and considers the adjacent open space context on the north side of this street.

B.2.d.5. Design this street using distinctive pavement treatments within the vehicular lanes of the street and using retractable bollards, pavement treatments, or other features to separate curb-less sidewalks from vehicular lanes.

B.2.d.6. Enhance the urban design of the area and differentiate the building/frontage zone, the travel/throughway zone, the furnishing zone, and the curb/edge zone of the sidewalks by incorporating distinct elements, patterns, and/or materials such as pavement treatments, street trees, landscaping, water quality facilities, street furniture, bicycle parking, public art, street lights, and pedestrian-scale lighting.

B.2.d.7. Provide short-term, on-street parking bays on only the south side of this street, and preclude on-street parking on the north side of this street.

B.2.d.8. Limit access to inner block development from this street unless access for parking services is not possible from the east-west service streets; truck access for loading and/or collection services is not permitted off this street.

B.2.d.9. Maintain the elevation and appearance of sidewalks where crossed by vehicular access points.

B.2.d.10. Allow for a shift in the Riverfront Street right-of-way without obtaining Major Modification approval under the Glenwood Riverfront Mixed-Use Plan District to permit a pre-existing non-conforming commercial building to remain on the north side of this street, if the building can be brought into compliance with the land use designation, zoning, and all applicable Glenwood Riverfront Mixed-Use Plan District development standards. The shift in the location of the right-of-way must be as close as possible to the building.

B.3. McVay Highway.

B.3.a. Partner with ODOT, LTD, property owners, and private developers to fund, dedicate right-of-way, design, and construct the upgraded street.

B.3.b. Construct street improvements to increase the safety, mobility, and efficiency of automobiles, trucks, and bus rapid transit service as funding becomes available.

B.3.b.1. Design the upgraded street such that the maximum necessary width does not exceed: two northbound and two southbound through lanes; dedicated bus rapid transit or other transit facilities or landscaped median; a continuous and safe bicycle facility along both sides of the street; and continuous setback sidewalks buffered from traffic flow.

B.3.b.2. Finalize the number of through travel lanes for automobiles and trucks based on future employment mixed-use development and through-traffic volumes.

B.3.b.3. Develop intersections with traffic controls in the vicinity of East 19th Avenue, Nugget Way, and the southern end of Glenwood, as conceptually depicted in Figure 10.

B.3.b.4. Coordinate with the Union Pacific Railroad to develop a plan for widening the right-of-way and improved roadway width underneath the railroad trestle at the north end of this street.

B.3.b.5. Partner with LTD regarding planned bi-directional bus rapid transit service or other future transit requirements in the corridor, and coordinate planning of street improvements to address future transit system requirements.

B.3.b.6. Coordinate with appropriate State and local agencies (depending on the jurisdictional responsibilities in effect) to close, consolidate, realign, and relocate street intersections and curb cuts to improve facility operations and reduce safety conflicts.

B.3.c. Locate transit stations where they will provide optimal, safe pedestrian access to existing uses and the adjacent areas planned for employment mixed-use development.

B.3.c.1. Establish median or curbside transit stations between the Franklin Boulevard intersection and the southern end of Glenwood, in the vicinity of East 19th Avenue and Nugget Way.

B.3.d. Integrate street improvements that enhance the safety, comfort, and convenience of pedestrians and bicyclists along and across the street.

B.3.d.1. Incorporate continuous, setback sidewalks that are buffered from traffic flow and that consider the adjacent land use context pertinent to development on both sides of the street.

B.3.d.2. Use curb extensions, stop controls, or other appropriate traffic control devices at intersections to reduce crossing distances and provide pedestrian refuges.

B.3.d.3. Provide enhanced pedestrian crossings to transit stations.

B.3.d.4. Provide a continuous and safe bicycle facility along both sides of this street.

B.3.e. Enhance the urban design of the area through the use of street trees, streetlights, pedestrian-scale lighting, and landscaping.

B.3.f. Seek opportunities, partnerships, and funding to incorporate public art features into the design and construction of street improvements, and to establish distinctive, iconic gateway features that help create a sense of place and orient travelers along the corridor.

B.4. McVay Riverfront Local Street Network.

B.4.a. Collaborate with property owners and private developers to fund, dedicate right-of-way, design, and construct a street system in the McVay Riverfront that enables access, mobility, safety, and comfort for vehicles, pedestrians, and bicyclists.

B.4.a.1. Coordinate with Lane County to provide an orderly transition from rural to urban roads through annexation and jurisdictional transfer of existing Lane County roads.

B.4.a.2. Promote optimum conditions for the use of passive and active solar strategies by aligning the street network to optimize the penetration of natural light to buildings and public spaces.

B.4.a.3. Promote short blocks or pedestrian-friendly larger block development sites by providing through-block streets, accessways, or shared driveways every 250 to 350 feet.

B.4.a.4. Create primary east-west streets extending eastward from intersections in the vicinity of the existing or re-aligned East 19th Avenue, Nugget Way, and the southern end of Glenwood.

B.4.a.5. Establish access to individual development sites via connections to the primary east-west streets or connections to shared driveways with special design considerations for minimizing out-of-direction travel, traffic congestion, and conflicting turning movements.

B.4.a.6. Evaluate and address street connectivity for existing discontinuous public streets and/or rights-of-way as development occurs in the vicinity of such streets.

B.4.b. Design streets, accessways, and shared driveways to support the employment mixed-use development, and to make bicycling and walking safe, comfortable, and attractive.

B.4.b.1. Develop two-way local streets with target speeds consistent with maximum speeds of 20 miles per hour.

B.4.b.2. Use traffic calming techniques, such as reduced lane widths, raised crosswalks and intersections, mini roundabouts, and pedestrian priority crossings.

B.4.b.3. Provide for direct, continuous, and safe bicycle travel along both sides of these streets.

B.4.b.4. Incorporate continuous, setback sidewalks that are buffered from traffic flow and that consider the adjacent land use context pertinent to development on both sides of these streets.

B.4.b.5. Enhance the urban design of the area and differentiate the building/frontage zone, the travel/throughway zone, the furnishing zone, and the curb/edge zone of the sidewalks by incorporating distinct elements, patterns, and/or materials such as pavement treatments, street trees, landscaping, water quality facilities, street furniture, bicycle parking, public art, street lights, and pedestrian-scale lighting.

B.4.b.6. Provide short-term, on-street parking on both sides of these streets.

B.4.b.7. Keep the frequency of curb cuts, loading docks, garage entrances, and driveways to a practical minimum, ideally no more than one vehicular access point per block face.

B.4.b.8. Maintain the elevation and appearance of sidewalks where crossed by vehicular access points.

B.4.b.9. Consider alternative designs for through-block accessways on larger block development sites that function as safe and direct access routes for pedestrians and bicyclists, and that include trees, landscaping, and pedestrian-scale lighting.

B.5. Parking.

B.5.a. Evaluate and develop parking standards for inclusion in the Glenwood Riverfront Mixed-Use Plan District that: support Plan goals for transit, bicycling, walking, and ridesharing; and provide sufficient parking, in conjunction with an access system that provides balanced travel mode options.

B.5.a.1. Establish low turnover, longer term off street parking ratios for new development or redevelopment to ensure that access impacts are meaningfully addressed and correlated to actual parking demand, and to provide a potential future revenue source through a parking fee-in-lieu option.

B.5.a.2. Promote employer and/or developer-based initiatives to encourage employee or resident use of alternative travel modes.

B.5.b. As development or redevelopment occur, explore the feasibility and applicability of parking management program strategies including, but not limited to: parking and transportation coordination; signage; permitting; and enforcement.

B.5.b.1. Explore adopting 'Guiding Principles for Parking Management' as part of the Springfield Municipal Code.

B.5.b.2. Explore establishing parking management zones with operating principles and an implementation framework based on usage and desired economic development.

B.5.b.3. Explore reserving on street parking for high parking turnover land uses.

B.5.b.4. Explore adopting the 85 percent Rule[1] to facilitate/direct parking management strategies.

[1] The 85 percent Rule is a measure of parking utilization that acts as a benchmark against which parking management decisions are based. Within the parking industry, it is assumed that when an inventory of parking exceeds 85 percent

B.5.b.5. Explore establishing a parking manager and advisory committee to oversee parking program implementation and review.

B.5.b.6. Explore developing incentives for private development of publicly available parking including, but not limited to: height/density bonuses; permit fee waivers; impact fee waivers; supply/revenue agreements; and property tax abatements.

B.5.b.7. Explore monitoring parking utilization continuously and periodically; and conducting parking inventory analyses.

B.6. Riverfront Multi-Use Path.

B.6.a. Comply with Federal, State, and local water quality standards in locating and aligning the path, while taking advantage of vistas and site opportunities to meander and enhance the diversity of the path experience.

B.6.a.1. Partner with property owners and private developers to dedicate the necessary public right-of-way or easements as annexations and/or development occurs.

B.6.a.2. Consider planned future bicycle-pedestrian river crossings between Glenwood and Downtown, Glenwood and West D Street, and Glenwood and Dorris Ranch/Buford Park in aligning the path.

B.6.a.3. Preserve existing trees and other riparian habitat features to the maximum extent practicable.

B.6.b. Partner with Willamalane Park and Recreation District, property owners, and private developers to fund, design, and construct the path.

B.6.b.1. Include a nighttime lighting strategy, to support evening activity and for safety and security on the path, that is sensitive to adjacent uses and functions, including natural areas, native habitat, and protection of the dark night sky.

B.6.b.2. Use suitable techniques to reduce user conflicts, such as a striped or vegetated center lane or designing the path so that it is wide enough to permit bicyclists or skaters to pass pedestrians at a comfortable distance.

B.6.b.3. Incorporate short-duration stop facilities, including but not limited to: places to sit; historic and ecological interpretive kiosks; water quality features; water fountains; and public art, as supportive

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occupancy in the peak hour, the supply becomes constrained and may not provide full and convenient access to its intended user. Once a supply of parking routinely exceeds 85 percent occupancy in the peak hour, the 85 percent Rule would require that parking management strategies be evaluated and/or implemented to bring peak hour occupancies to a level below 85 percent to ensure intended uses are conveniently accommodated.

components of the path that provide space for groups of people to gather without restricting or conflicting with travel along the path.

B.6.c. Provide frequent, convenient, and direct public bicycle and pedestrian access points to the path.

B.6.c.1. Design access paths from interior locations on the Franklin Riverfront no less frequently than the northern terminus of north-south streets.

B.6.c.2. Design access paths from interior locations on the McVay Riverfront that are, on average, no more than one half mile apart.

B.6.d. Partner with Lane County to provide future path connections outside of the Springfield UGB towards Buford Park, the Lane Community College basin, and 30th Avenue.

C. Open Space Chapter.

C.1. Riparian Areas and Wetlands.

C.1.a. Restore, enhance, and protect the riverbank and riparian and wetland areas.

C.1.a.1. Establish a standardized Willamette River Greenway Setback Line of 75 feet from top-of-bank for water-dependent and water-related uses consistent with the existing 75-foot riparian setback.

C.1.a.2. Partner with property owners, private developers, non-profit organizations, and other agencies to seek opportunities and funding sources to acquire property and/or easements to create a contiguous riverfront that is sensitive to natural resource function and the urban interface.

C.1.a.3. Restore, enhance, and protect the riverbank and riparian areas from the ordinary low water line to the Riparian Setback Line boundary using plants appropriate to the local urban aquatic and riparian areas and zones, as depicted in Figure 4.

C.1.a.4. Pursue funding for public/private partnerships to achieve riverbank re-shaping/benching, stabilization, and riparian and aquatic habitat restoration, as conceptually depicted in Figures 5a and 5b (also see Riverfront Linear Park objective).

C.1.a.5. Establish policy for vegetation management of river bank, riparian, wetland, and other natural resource areas through sustainable landscaping and controlling invasive species based upon introducing and supporting plants appropriate to the local urban aquatic and riparian areas and zones.

C.1.a.6. Incorporate into the Glenwood Mixed-Use Riverfront Plan District and the Springfield Engineering Design Standards And Procedures Manual, as appropriate, riverfront/river bank design concepts for developing an urban river's edge along the Glenwood Riverfront that improves conditions for fish, wildlife, plants and people.

C.1.b. Integrate natural resources, urban interface/built environment, and water resources management.

C.1.b.1. Establish and maintain riparian habitat connectivity to the maximum extent practicable, while allowing for and managing appropriate and limited public access to the river, as well as sight lines through the riparian area, as depicted in Figure 6.

C.1.b.2. Limit recreation and associated improvements within the Riparian and Willamette Greenway Setback areas to passive activities including, but not limited to: picnicking; pedestrian activities; bicycling, bird watching; fishing; educational, interpretive and directional signage; and riverfront viewing.

C.1.b.3. Locate a multi-use path at the outer most edge of the Riparian and Greenway Setback areas, to the maximum extent practicable.

C.1.b.4. Allow for Low Impact Development approaches for Stormwater Quality Management facilities and/or wetland educational parks that establish or restore natural stormwater functions to be within the riparian boundary and setback, as depicted in Figures 7 and 8.

C.1.b.5. Utilize the objectives, policy and implementation strategies listed in the Riverfront Linear Park section of this document.

C.2. Flood Plains.

C.2.a. Restore, enhance, and protect the riverbank and riparian and wetland areas from encroachment and impact to their riverine flood control functionality during development or redevelopment.

C.2.a.1. Initiate the update of FEMA Floodplain Maps between the Union Pacific Railroad trestle and the I-5 Bridges.

C.3. Hillsides.

C.3.a. Protect hillsides, as defined in the Springfield Development Code, from degradation during development.

C.3.a.1. Balance hillside development with conserving and promoting public health, safety, convenience, and general welfare by mimicking the pre-development hydrologic regime and managing soil stability incurred in the adjustment of the topography to meet development needs.

C.3.a.2. Use the best accepted design, architecture, landscape architecture, and civil engineering principles to preserve, enhance, and promote the existing and future appearance and resources of hillside areas.

C.3.a.3. Collaborate with property owners and private developers to preserve the viewshed and natural value of hillsides by soliciting voluntary land donation or acquisition through land trusts and other non-profit environmental organizations, or utilizing conservation easements to restrict development on portions of particular hillside areas.

C.4. Neighborhood Urban Park Blocks.

C.4.a. Collaborate with Willamalane, property owners, and private developers to locate park blocks extending north from Franklin Boulevard's access lanes to the riverfront street between the northern extension of Henderson Avenue and McVay Highway, as conceptually depicted in Figure 10.

C.4.a.1. Size the park blocks to compatibly meet recreation, pedestrian connectivity, and stormwater management needs, with a minimum 150 foot width from face of curb to face of curb.

C.4.a.2. Consider park user safety when designing stormwater management facilities in the park blocks.

C.4.a.3. Balance the space and configuration needed for functional, attractive, and educational stormwater management facilities with the space and configuration needed for functional, attractive, and educational active and passive park space.

C.4.b. Partner with Willamalane to ensure that the park blocks are designed to be safe, attractive, comfortable, and accessible for a wide range of potential users; to meet a variety of active and passive recreational needs throughout the year; and to be adaptable to changing needs and uses of surrounding buildings, as conceptually depicted in Figures 11, 12, and 13.

C.4.b.1. Provide appropriate pedestrian circulation to, through, and around these public open spaces, including, but not limited to: walkways; pathways; and sidewalks buffered from vehicular traffic.

C.4.b.2. Create unique identities for public open space areas by featuring distinctive design elements in seating, lighting, paving, interpretive kiosks, and public art.

C.4.b.3. Utilize a combination of maintenance friendly hard-surfaced areas, landscaping, and vegetation that is adapted for survival and growth in the Eugene-Springfield area and/or, where required as listed in the Springfield Engineering Design Standards and Procedures Manual.

C.4.b.4. Provide areas to congregate and socialize formally and informally by utilizing amenities including, but not limited to: park furniture; picnic tables; benches; seating areas; restroom and maintenance facilities; and opportunities to accommodate outdoor entertainment, public gatherings, and exhibition/display areas.

C.4.b.5. Consider accommodating additional outdoor seating areas for: café patrons along the park blocks street frontage; and/or food kiosks or pushcarts within the park blocks.

C.4.b.6. Provide active recreational opportunities for exercise or informal, unstructured, non-organized recreation activities, including, but not limited to: informal play areas for outdoor games; and pet and children's play areas.

C.4.b.7. Provide passive recreational opportunities for: picnicking; strolling and viewing; sitting; reading; and passive games.

C.4.b.8. Consider establishing community garden space.

C.5. Riverfront Linear Park.

C.5.a. Collaborate with Willamalane and others as appropriate to: develop river edge variety along the linear park corridor, as conceptually depicted in Figures 10 and 14; protect lands within the coterminous Riparian and Willamette Greenway Setback area; integrate a variety of passive recreation spaces with abutting natural resources and associated riparian protection; and implement riparian enhancement measures and stormwater management features.

C.5.a.1. Provide appropriate bicycle and pedestrian circulation, including pedestrian paths and a multi-use path, to and through public open space areas for a wide range of potential users.

C.5.a.2. Create scenic river overlooks and viewpoints with safe public access that include clearings and long views through the coterminous Riparian and Willamette Greenway Setback area in the vicinity of the intersection of the north-south streets and the park blocks with the riverfront street in the Franklin Riverfront, and no more than one-half mile apart in the McVay Riverfront. Provide amenities including, but not limited to benches and seating areas along the multi-use path, where appropriate.

C.5.a.3. Create multiple viewsheds through the riparian area at various elevations by utilizing a mix of understory and canopy vegetation, including the clustering of trees, to discourage illegal activities and to visually connect the development areas with the Willamette River and the remainder of Springfield.

C.5.a.4. Require development and/or redevelopment to avoid restricting access to the Riverfront Linear Park and to avoid or minimize obstructing scenic views of the Willamette River corridor.

C.5.a.5. Provide opportunities for passive recreation including, but not limited to: picnicking; sitting; reading; and wildlife viewing by utilizing features such as park furniture, picnic tables, benches, seating areas, and restroom facilities.

C.5.a.6. Create unique identities for the public open space including, but not limited to: featuring distinctive design elements in seating; lighting; paving; interpretive kiosks; and public art.

C.5.a.7. Establish an educational component for the linear park to include the natural and cultural history of the Glenwood Riverfront.

C.5.a.8. Utilize a combination of hard-surfaced areas, landscaping, and natural vegetation that is adapted for survival and growth in the Eugene-Springfield area and is maintenance friendly.

C.5.a.9. Utilize riverbank stabilization strategies that enhance the river and riverbank ecosystems. Ensure that riverbank plantings provide habitat value while preserving views.

C.5.a.10. Integrate a variety of vegetation, above and below the top of bank that supports the riverbank and riverbank habitats.

C.5.a.11. Utilize riparian setback areas for stormwater management and water quality treatment, as described in the Stormwater Quality Management section of this Chapter.

C.6. Stormwater Quality Management**.**

C.6.a. Ensure adequate Stormwater Quality Management planning, emphasizing the natural hydrologic processes that minimize negative impacts on water quality, flow volumes, duration, and quantity resulting from development and redevelopment.

C.6.a.1. Capture the first one inch of rainfall in a 24-hour period through the use of on-site Low Impact Development approaches techniques.

C.6.a.2. Utilize techniques that slow and retain stormwater runoff on-site, in order to reduce peak storm flows.

C.6.a.3. Reduce impervious surfaces by using techniques including, but not limited to: permeable surfaces; green roofs; and narrow streets.

C.6.a.4. Utilize techniques for filtering contaminants from surface runoff before it enters the Willamette River, to protect and enhance water quality.

C.6.a.5. Utilize the Riparian Setback for stormwater filtering, groundwater recharge, and overland sheet flows, where possible.

C.6.a.6. Utilize planting standards found in the Springfield Engineering Design Standards and Procedures Manual for vegetative treatment and riparian areas.

C.6.a.7. Integrate innovative stormwater management systems into the site design by using green roofs, the incorporation of pervious surfaces, and other systems that reuse stormwater to irrigate landscape plantings.

C.6.a.8. Utilize portions of the park block areas for treatment of stormwater runoff from adjacent streets and conveyance of treated stormwater to management and/or water quality treatment areas.

C.6.a.9. Initiate a Stormwater Capital Improvement Plan project for improving stormwater capacity and riparian habitat along selected existing sloughs and waterways in the Glenwood Riverfront.

C.6.a.10. Provide requirements and incentives for green infrastructure for stormwater management including, but not limited to: legalizing all types of green infrastructure, particularly for downspout disconnection and rainwater harvesting through building code policies or amendments; and establishing payment-in-lieu for developing off-site and nearby neighborhood or semi-regional stormwater management facilities.

D. Housing and Economic Development Chapter.

D.1. New Housing Development.

D.1.a. Provide financial incentives for the development of new high-density housing units, including affordable housing units, through the Springfield Economic Development Agency's (SEDA) tax increment-funded programs, as funding becomes available.

D.1.a.1. Pursue opportunities to collaborate with SEDA to set aside captured tax increment funds for the development of affordable housing.

D.1.a.2. Explore the feasibility of collaborating with SEDA to require the execution of some form of a 'Community Benefit Agreement[2]' for housing development that receives financial support from SEDA.

D.1.a.3. Explore the feasibility of collaborating with SEDA to require new high-density housing units developed with the assistance of SEDA to provide a variety of unit sizes and occupancy opportunities.

D.1.b. Provide financial incentives for the development of new high-density affordable housing units through local, state, and federally-funded housing and community development programs, as annexation occurs and funding becomes available.

D.1.b.1. Explore the feasibility of requiring new high-density housing units developed with the assistance of housing and community development programs to provide a variety of unit sizes and occupancy opportunities.

D.1.b.2. Consider prioritizing housing and community development investments for qualified housing and community development projects.

D.1.b.3. Explore the possibility of partnering with Eugene and Lane County, through the Intergovernmental Housing Policy Board, to establish a regional housing trust fund[3].

D.1.b.4. Establish a Vertical Housing Development Zone[4].

D.1.b.5. Seek opportunities to land bank for affordable housing development.

D.1.b.6. Pursue opportunities to incentivize and support future innovative affordable housing options that may arise over the course of the Plan period.

D.1.c. Prioritize and offer opportunities for Glenwood residents who qualify for new Springfield- and SEDA-assisted housing to relocate to such housing units.

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[2] As defined by the Partnership for Working Families, a community benefit agreement is "a project-specific negotiated agreement between a developer and a broad community coalition that outlines the project's contributions to the community and ensures community support for the project."

[3] Housing trust funds are distinct funds established by city, county, or state governments that receive ongoing dedicated sources of public funding to support the preservation and production of affordable housing and increase opportunities for households to access decent affordable homes. Housing trust funds systemically shift affordable housing funding from annual budget allocations to the commitment of dedicated public revenue.

4 A Vertical Housing Development Zone (VHZ) is an area designated by local jurisdictions to encourage dense, mixed-use developments. Eligible projects within a VHZ may receive partial property tax exemptions, which vary based on the number of 'equalized floors' in the development, with a maximum property tax exemption of 80 percent over a 10-year period. An additional partial property tax exemption may be given if some or all of the residential housing is for low-income persons (80 percent of area median income or below).

D.1.d. Scope and plan projects to effectively develop and implement programs that provide development incentives, such as density bonuses, to developers that agree to include affordable housing in their development mix.

D.1.e. Evaluate and develop parking standards for inclusion in the Glenwood Riverfront Mixed-Use Plan District that: support Plan goals for housing that meet the needs of a range of households and supports multi-modal transportation choice; maximize efficient and economical use of the residential land supply; and provide sufficient parking to meet demand, in conjunction with an access system that provides balanced travel mode options.

D.2. Existing Housing Stock - Manufactured Home Parks.

D.2.a. Allow existing residential uses in manufactured home parks to continue under the pre-existing non-conforming use provisions of the Springfield Development Code.

D.2.b. Rely on State laws and regulations, while responding with applicable referrals to available services, to address the needs of individual manufactured home park tenants.

D.2.c. Consider providing financial assistance for mandated expenses of relocation or displacement of residents from potentially closed manufactured home parks through SEDA's tax increment-funded programs, as funding becomes available.

D.2.d. Explore the feasibility of partnering with a non-profit or for-profit entity to acquire land and develop a new manufactured home park in Springfield or other affordable housing opportunities for relocating potentially displaced manufactured home park residents.

D.3. Existing Housing Stock Single-Family Dwelling Units.

D.3.a. Allow existing residential uses to continue under the pre-existing non-conforming use provisions of the Springfield Development Code.

D.3.b. Continue existing programs designed to help improve the housing stock through Federal housing and community development programs and tax increment funded programs.

D.4. Economic Development - Commercial and Industrial Buildable Land Supply.

D.4.a. Prohibit land division of parcels greater than 20 acres that are designated Employment Mixed-Use, unless developed according to an approved Master Plan.

D.4.b. Prohibit land division of parcels greater than 1 acre that are designated Commercial Mixed-Use or Office Mixed-Use, unless developed according to an approved Master Plan.

D.5. Economic Development **-** Existing Businesses.

D.5.a. Provide financial incentives for renovation of current commercial and industrial uses compatible with this Plan's goals and objectives through SEDA's tax increment-funded programs, as funding becomes available.

D.5.b. Provide financial incentives to businesses for wastewater and other utility service improvements, as well as annexation, when applicable and as funding becomes available.

D.5.c. Enhance investment and re-investment in the community by supporting expansion of existing businesses that are suitable for and conform to the Glenwood Riverfront's long-term redevelopment and land use plans.

D.5.d. Provide creative financing approaches to facilitate large-scale infrastructure development, when applicable and as funding becomes available.

D.5.e. Consider providing financial incentives for relocation elsewhere in Springfield of existing businesses found to be in non-conformance with the Glenwood Riverfront's long-term redevelopment and land use plans through SEDA's tax increment-funded programs, as funding becomes available.

D.6. Economic Development - New Businesses.

D.6.a. Support and encourage development in appropriate areas, as identified in the Land Use & Built Form Chapter, to generate property tax revenue.

D.6.b. Maximize public investments in planned land uses to enhance the Glenwood Riverfront's long-term economic future.

D.6.c. Provide financial incentives to assist developers in solving critical problems and overcoming barriers to development as annexation occurs and funding becomes available.

D.6.d. Inform and guide property owners and developers through the development process by mitigating identified development constraints.

D.6.e. Encourage the expansion and development of value-added business to produce jobs that match the current and future labor force by considering wage levels, employment stability, and training and hiring opportunities for local workers, youth, and protected classes.

D.6.f. Leverage the community's resources to the maximum extent possible with private investment and, where appropriate, with other public funding sources, such as state and federal grants.

D.6.g. Provide supportive programs and incentives to demonstrate how development controls and design standards can be implemented, included in development projects, and built where such protections need to be stringent.

D.6.h. Link certain public improvements to adjust to the shifts from rural-like and separated industrial uses to urban mixed-use development.

D.6.i. Ensure orderly sequencing of development through incentives to: maximize use of existing and anticipated investments in public resources and facilities; leverage private investments to the maximum extent practicable; and minimize, mitigate, or offset potential negative impacts on new investments, neighborhoods, parks, and other uses.

D.6.j. Provide suitable assistance in areas for growth, development, and redevelopment to increase employment opportunities for the local labor force at all wage levels, but especially for wage levels that allow individuals to support themselves and their households.

D.6.k. Provide creative financing approaches to facilitate large scale infrastructure development, when applicable and as funding becomes available.

E. Public Facilities and Services Chapter.

E.1. Wastewater Facilities and Services - Private Wastewater System.

E.1.a. Allow the use of on-site wastewater systems in unincorporated areas of the Glenwood Riverfront to continue and/or expand as may be permitted in the Oregon Administrative Rules, Springfield Development Code and Springfield Municipal Code, unless a health hazard is declared as specified in Oregon Revised Statutes.

E.1.b. Collaborate with property owners to eventually eliminate on-site wastewater systems as properties are annexed to Springfield.

E.2. Wastewater Facilities and Services - Public Wastewater System.

E.2.a. Provide wastewater service in response to a demand for increased urban levels of development and adopted Capital Improvement Plan (CIP) priorities.

E.2.a.1. Evaluate and monitor the capacity of the Glenwood Pump Station to determine if additional pumps are necessary, and if so, place the project on the CIP.

E.2.a.2. Either upgrade or decommission the Nugget Way Pump Station, as funding becomes available.

E.2.a.3. Complete the extension of the Glenwood Trunk Sewer, as funding becomes available.

E.3. Wastewater Facilities and Services **-** Water Reuse and Decentralized Design.

E.3.a. Explore opportunities to support the implementation of water reuse practices including, but not limited to: rainwater; stormwater; graywater; blackwater; and recycled water, as properties redevelop and develop.

E.3.b. Collaborate with the Metropolitan Wastewater Management Commission (MWMC) to implement planned water recycling projects, as properties redevelop and develop.

E.4. Stormwater Facilities and Services - Private Stormwater Management Systems.

E.4.a. To the extent practicable, amend the Springfield Development Code and the Springfield Engineering Design Standards and Procedures Manual to facilitate the use of LID techniques to achieve stormwater quality and optimal capacity management.

E.4.b. Allow the use of mechanical stormwater treatment, where necessary.

E.4.c. Allow the use of public infrastructure (if available for overflow capacity) where necessary.

E.5. Stormwater Facilities and Services - Public Stormwater System.

E.5.a. Provide stormwater runoff management in response to a demand for urban levels of development and adopted CIP priorities.

E.5.a.1. Provide treatment and conveyance of stormwater runoff for new public facilities.

E.5.a.2. Provide for conveyance of treated stormwater from private development to receiving areas, such as the Glenwood Slough and the Willamette River.

E.5.a.3. Provide treated emergency overflow conveyance to receiving waters to meet Council Stormwater Goal 1: Protect citizens and property from flooding (Springfield Stormwater Management Plan, Chapter 4) from large rainstorm events, where possible.

E.6. Electric Facilities and Services - System Capacity.

E.6.a. Collaborate with the Springfield Utility Board (SUB) to increase the capacity of the electric system to meet future development needs.

E.6.a.1. Evaluate potential locations for and construct a future substation in Glenwood in coordination with expected development.

E.6.a.2. Locate and design the future substation and transmission, distribution, and service facilities as specified in the Utility

Placement and Adverse Environmental, Visual, and Health Impacts section.

E.6.a.3. Make electric service available as part of the Land Division and Site Plan Review processes.

E.7. Electric Facilities and Services **-** Utility Placement and Adverse Environment, Visual, and Health Impacts.

E.7.a. Coordinate with SUB to develop criteria for locating and obscuring electric facilities that consider visual, auditory, health and environmental impacts; pedestrian mobility; operational ease; and initial costs and maintenance costs in association with proposed development in the Glenwood Riverfront.

E.7.b. Consider views, visual pollution, public health, natural environment, and noise pollution in locating and obscuring transmission facilities.

E.7.b.1. Follow natural landforms in aligning transmission lines while avoiding alignments along hillcrests or steep grades that expose the facilities to views; and cross hills obliquely rather than at right angles.

E.7.b.2. Align transmission lines along edges of land uses to avoid scenic areas and to avoid dividing land use patterns.

E.7.b.3. Utilize trees to provide a backdrop to minimize the silhouette of transmission lines against the sky.

E.7.b.4. Reduce the length of visible segments of transmission lines by interrupting views with trees or offsetting the location of segments behind trees and other topographic features where long views of the transmission lines would otherwise occur.

E.7.b.5. Minimize the 'tunnel effect' of long, straight, uninterrupted views along transmission lines by only clearing vegetation that threatens the lines and by jogging the alignment at road crossings.

E.7.b.6. Minimize the number of transmission poles and consider color and materials in designing the appearance of transmission poles and line attachments so that they blend harmoniously with their surroundings.

E.7.b.7. Route and locate transmission lines to minimize or eliminate the need for vegetation management.

E.7.b.8. Route and locate transmission lines to minimize potential health effects and noise pollution on Glenwood residents.

E.7.b.9. Route and locate transmission lines to minimize potential effects on avian migratory patterns.

E.7.c. Consider views and visual pollution in locating and obscuring distribution lines.

E.7.c.1. Coordinate with SUB to locate new distribution feeder lines underground as part of the Franklin Boulevard and McVay Highway transportation facility upgrades.

E.7.d. Consider views, visual pollution, and pedestrian mobility in locating and obscuring feeder lines, transformers, junction boxes, vaults and equipment cabinets.

E.7.d.1. Locate or relocate service lines underground in coordination with proposed streets, driveways, accessways, and paths.

E.7.d.2. Coordinate the routing or re-routing of service lines with private developers to minimize potential detrimental effects on the layout of new development/redevelopment.

E.7.d.3. Locate transformers, equipment cabinets, vaults and junction boxes within buildings or underground, where possible; where not possible, locate these facilities outside of pedestrian routes, such as sidewalks, crosswalks, and building entrances, and utilize landscaping and public art to make these facilities as unobtrusive as possible on the public realm/streetscape.

E.7.e. Consider views and visual pollution in locating and obscuring the future substation.

E.7.e.1. Locate the substation in an industrial or employment-designated parcel outside of the boundary of the Phase I Glenwood Riverfront.

E.7.e.2. Obscure the substation and transformer from public view and attenuate the noise generated by these facilities by means of plant materials, earth berms, or enclosure walls.

E.8. Water Facilities and Services System Capacity.

E.8.a. Provide water service either directly or by contract.

E.8.a.1. Continue to contract with the Eugene Water and Electric Board (EWEB) for the use of their transmission pipeline to provide a looped water system in south Glenwood until both utilities agree upon an alternative.

E.8.a.2. Continue to contract with the Glenwood Water District (GWD) to provide water service to customers in the unincorporated portions of Glenwood until the GWD is dissolved.

E.8.a.3. Monitor development in Glenwood and establish a plan for the construction of additional water mains.

E.8.b. Determine the appropriate timing for dissolution of the GWD.

E.8.b.1. Address the provision of fire protection service to unincorporated Glenwood prior to the dissolution of the GWD.

E.8.b.2. Ensure that the GWD notifies Springfield and SUB well in advance of the dissolution of the GWD to facilitate orderly transition.

E.9. Water Facilities and Services **-** Utility Placement and Adverse Visual and Walkability Impacts

E.9.a. Coordinate with SUB to develop criteria for locating and obscuring water facilities that consider: visual, auditory, health, and environmental impacts; pedestrian mobility; operational ease; and initial costs and maintenance costs in association with proposed development in the Glenwood Riverfront.

E.9.b. Consider views, visual pollution, and pedestrian mobility in locating and obscuring water meters, backflow prevention devices, and other above-grade water apparatus.

E.9.b.1. Locate or relocate water lines in coordination with proposed streets, driveways, accessways, and paths.

E.9.b.2. Coordinate the routing or re-routing of service lines and above-grade water apparatus with private developers to minimize potential detrimental effects on the layout of new development/redevelopment.

E.9.b.3. Locate above-grade water apparatus including, but not limited to water meters and backflow prevention devices, outside of pedestrian routes, such as sidewalks, crosswalks, and building entrances; and utilize landscaping and public art to make these facilities as unobtrusive as possible on the public realm/streetscape.

E.10. Police Facilities and Services - System Capacity.

E.10.a. Make Springfield Police services available for those properties within the city limits.

E.10.a.1. Offer services as specified in Springfield's Long Range Plan for Police Services.

E.10.b. Continue to rely on Lane County Sheriff and Oregon State Police services available for those properties outside of the city limits until annexation to Springfield occurs.

E.11. Fire and Emergency Medical Facilities and Services - System Capacity.

E.11.a. Make Springfield fire and emergency medical services available for properties within the city limits.

E.11.a.1. Consider the impact of a merger between Springfield's Department of Fire and Life Safety and Eugene's Department of Fire and Emergency Services when evaluating emergency response capability in the Glenwood Riverfront, even after annexation to the City.

E.11.b. Consider siting a new fire station in the southwest corner of Subarea C in the event a merger of the Springfield and Eugene fire departments occurs.

E.11.c. Consider the relocation of Springfield Fire Station #4 closer to the Pioneer Parkway/Main Street intersection to better balance overall system response time and equipment capabilities for West Springfield and East Glenwood.

E.11.d. Continue to make fire and emergency medical services available in unincorporated areas under contract with the Glenwood Water District.

E.11.d.1. Address the provision of fire protection service to unincorporated areas prior to the dissolution of the Glenwood Water District.

E.12. School Facilities and Services - System Capacity.

E.12.a. Make public education services available to students in either District 4J or District 19 according to existing school district service boundaries.

E.12.a.1. Encourage Districts 4J and 19 to continue discussions on the transfer of school boundaries, as appropriate.

F. Urban Transition and Annexation Chapter.

F.1. Annexation Process.

F.1.a. Continue recognizing existing public agency service agreements on land outside of the city limits until annexation occurs.

F.1.b. Provide for annexation of urbanizable land to occur in a manner consistent with State law and the Metro Plan, as well as City annexation policies and procedures.

F.1.c. Provide for annexation on a voluntary basis, except when health and safety concerns trigger the need for mandatory annexation, consistent with State law.

G. Historic and Cultural Resources Chapter.

G.1. Historic and Cultural Resources.

G.1.a. Collaborate with the Springfield Historic Commission to complete an historic context statement for Glenwood to: provide an understanding of the trends

and events that influenced the development of the area; and to provide a better context for evaluating the significance of Glenwood's potential historic resources, as funding becomes available.

G.1.b. Collaborate with the Springfield Historic Commission to identify potential projects and themes to memorialize significant historic structures, sites, events, and/or people in Glenwood in the design of public art and public spaces in the Glenwood Riverfront, upon completion of an historic context statement for Glenwood.

G.1.c. Collaborate with the Springfield Historic Commission to continue the survey and inventory process for potentially historic resources and identify significant historic resources, as funding becomes available.

G.1.d. Support efforts of the Springfield Historic Commission and property owners in seeking local and/or national landmark designation for significant historic resources.

G.1.e. Require sufficient consideration and documentation by property owners of identified potentially significant historic resources so that future development, redevelopment, and/or demolitions fully address the identified resources, either through on-site preservation, off-site preservation, or through archival documentation of the resource.

G.1.e.1. Develop Glenwood Riverfront Mixed-Use Plan District standards specifying documentation requirements for: 3007 Franklin Boulevard; 3600 Franklin Boulevard; 3698 Franklin Boulevard; 3787 Franklin Boulevard; 3998 Franklin Boulevard; 4206 Franklin Boulevard; 295 N. Brooklyn Street; 1475 S. Brooklyn Street; and any future identified potentially significant historic resources.

G.1.f. Continue to regulate the preservation, management, and restoration of historic resources that are added to the City's Historic Landmark Inventory through the Springfield Development Code's Historic Overlay District.

G.1.g. Coordinate with the State Historic Preservation Office to develop a probability model that depicts the location of areas with a high probability of archaeological sites and/or buried human remains, as funding becomes available.

G.1.h. Encourage developers to conduct an archaeological survey to determine whether objects of cultural or archaeological significance exist prior to excavation of land in areas with a high probability of archaeological sites and/or buried human remains, as development or redevelopment occurs.

G.1.i. Support efforts of the Springfield Historic Commission to restore, preserve, or memorialize sites, objects, or areas of cultural or archaeological significance.