

SPRINGFIELD DEVELOPMENT CODE (SDC) AMENDMENTS

Chapter 3 – Land Use Districts

3.2-210 Schedule of Use Categories, Use Category “Public and Institutional Uses” is amended as follows:

Use Categories/Uses	Residential Districts			
	LDR	SLR	MDR	HDR
<i>Public and Institutional Uses</i>				
Churches (Section 4.7-130)	D*	D*	D*	D*
Educational facilities: public/private elementary/middle schools (Section 4.7-195)				
1 to 5 students in a private home (in a 24-hour period)	P*	P*	P*	P*
6 or more students (Section 4.7-195)	D*	D*	D*	D*
Parks: neighborhood and private (Section 4.7-200)	P/D*	P/D*	D*	D*
Linear Park	P	P	P	P

3.2-215 Base Zone Development Standards footnote (8) is amended to read as follows:

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

3.2-220 Additional Panhandle Lot/Parcel Development Standards is amended to read as follows:

- A. Special provisions for lots/parcels with panhandle driveways:
 1. Panhandle driveways are permitted where dedication of public right-of-way is impractical or to comply with the density standards in the applicable zoning district. Panhandle driveways shall not be permitted in lieu of a public street, as determined by the Director.
 2. Panhandle driveways shall not encroach upon or cross a watercourse, other body of water or other topographic feature unless approved by the Director and the City Engineer.
 3. The area of the pan portion does not include the area in the “panhandle” driveway.
 4. No more than 4 lots/parcels or 8 dwelling units shall take primary access from 1 multiple panhandle driveway.
 5. The paving standards for panhandle driveways are:
 - a. Twelve feet wide for a single panhandle driveway from the front property line to a distance of 18 feet, where there is an unimproved street; and from the front property line to the pan of the rear lot/parcel, where there is an improved street; and

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

- 9. Vehicular Circulation. Multi-unit developments shall provide vehicular circulation as specified in the following standards (See Figure 3.2-R):
 - a. The on-site driveway (or private street) system shall connect with public streets abutting the site;
 - b. Shared driveways shall be provided whenever practicable to minimize cross turning movements on adjacent streets. On-site driveways and private streets shall be stubbed to abutting MDR/HDR properties, at locations determined during Site Plan Review process to facilitate development of shared driveways; and
 - c. Parking areas shall be accessed from alleys when properties abut an alley, or an alley can reasonable be extended to serve the development.

3.2-310 Schedule of Use Categories, The table header “Categories/Uses” is retitled “Use Categories/Uses.” The Use Category “Transportation Facilities” is amended as follows:

Use Categories/Uses	Commercial Districts			
	NC	CC	MRC	GO
<i>Transportation Facilities (Section 4.7-240):</i>				
Transit Stations	N	S	S	N
Dock, boat ramps and marinas	N	D	N	N
Heliports	N	S	S	N
Helistops	N	S	S	N
Linear Park	P	P	P	P

3.2-315 Base Zone Development Standards footnote (4) is amended to read as follows:

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

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3.2-410 Schedule of Light-Medium, Heavy and Special Heavy Industrial Use Categories, Use Category "Other Uses" is amended as follows:

Use Categories/Uses	Industrial Districts		
	LMI	HI	SHI
<i>Other Uses</i>			
Agricultural cultivation of undeveloped land	P	P	P
Business, labor, scientific and professional organizations and headquarters	P	P	S
Public utility facilities:			
High impact facilities (Section 4.7-160)	S	S	S
Low impact facilities	P	P	S
Private/public Elementary and Middle Schools (Section 4.7-195)	D*	N	N
Certain Wireless Telecommunications Systems Facilities	See Section 4.3-145	See Section 4.3-145	See Section 4.3-145
Linear Park	P	P	P

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3.2-415 Schedule of Campus Industrial Use Categories, Use Category “Primary Uses” is amended as follows:

Use Categories/Uses	CI District
Primary Uses(3)	
Advertising, marketing, and public relations	P
Agricultural cultivation is permitted as an interim use on undeveloped land, provided that spraying, dust, odors, and other side effects of the use do not interfere with the operation of permitted uses in the CI District (7)	P
Blueprinting and photocopying	P
Business Parks (2)	P
Call centers that process predominantly inbound telephone calls	P
Computer systems design services	P
Corporate headquarters, regional headquarters, and administrative offices (4)	P
Data processing and related services	P
E (electronic)-commerce including mail order houses	P
Educational facilities in business parks including, but not limited to, professional, vocational and business schools; and job training and vocational rehabilitation services	P
Graphic art services	P
High Impact Public Facilities (10)	P
Internet and web site and web search portal (includes services and technical support center)	P
Laboratories, including medical, dental and x-ray	P
Large- and medium-scale research and development complexes (6)	P
Light industrial manufacturing involving the secondary processing of previously prepared materials into components or the assembly of components into finished products (1)	P
Mail distribution facilities (5)	P
Management, consulting, and public relations offices	P
Media productions, including, but not limited to: TV and radio broadcasting studios as well as cable and other program distribution and motion picture production	P
Linear Park	P
Non-profit organization office	P
Printing and publishing	P
Professional membership and union offices	P
Satellite telecommunications	P
Software development (includes services and technical support center) and publishing	P
Wired or wireless telecommunications carrier offices	P

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3.2-420 Base Zone Development Standards footnote (4)(b) is amended to read as follows:

(4) Setback Exceptions:

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

3.2-515 Base Zone Development Standards footnote (3) is amended to read as follows:

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

3.2-610 Schedule of Use Categories, table header "Categories/Uses" is retitled "Use Categories/Uses." The Use Category "Transportation Facilities" is amended to read as follows:

Use Categories/Uses	Mixed-Use Districts		
	MUC	MUE	MUR
Transportation Facilities			
Heliports	N	P	N
Helistops	N	P	N
Public transit station, without park and ride lot	P	P	P
Linear Park	P	P	P

3.2-615 Base Zone Development Standards footnote (4) is amended to read as follows:

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

3.2-635 Phased Development subsections A.1-2 are amended to read as follows:

A. If development is planned to occur in phases, a phased development plan shall be submitted concurrently with the Site Plan application specified in Section 5.17-100. In addition to the phasing requirements specified in Section 5.17-115, the phasing plan shall include the following information:

1. Existing buildings and dimensions with distances from property lines and other buildings.
2. The location of future right-of-way dedications based on the Springfield Transportation System Plan, including the Conceptual Street Map, and the block length and size standards specified in Section 3.2-625E.

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3.2-710 Schedule of Use Categories, Use Category “Primary Uses,” subcategory “Parks and Open Spaces” is amended to read as follows:

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

3.2-715 Base Zone Development Standards footnote (2) is amended to read as follows:

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

3.2-810 Schedule of Use Categories, the table header “Uses/Use Categories” is retitled “Use Categories/Uses.” Said table is amended to read as follows:

Use Categories/Uses	QMO District
Extracting and storing of rocks and minerals, including equipment and materials necessary to carry out these functions	P
Plants for the processing of minerals from quarry and mining extraction operations	P
Sale of products generated form the quarrying and mining operation	P
Activities permitted as part of the reclamation process	P
Structures and buildings used in conjunction with the extracting and storing of mineral	P
Parking facilities for employees and customers	P
Tree felling necessary to prepare a site for mining or as a quarry activity as specified in Section 5.19-100	P
Low impact public facilities	P
High impact public facilities	P
Certain Wireless Telecommunications Systems Facilities (Section 4.3-145)	P
Night watchperson’s quarters	P
Linear Park	P

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3.2-925 Standards for Interim Development is amended to read as follows:

These regulations apply to the development of interim uses as specified in Subsections 3.2-915 and 3.2.920 in the AG District.

- A.** Receive certification from the Lane County Sanitarian that any proposed wastewater disposal system meets Oregon Department of Environmental Quality (D.E.Q.) standards prior to Development Approval.
- B.** Interim uses may not be placed on a site in a manner that would impede future development of land designated Urban Holding Area-Employment with urban employment uses.
- C.** Interim uses may not be placed on a site in manner that would impede extension of infrastructure to serve land designated Urban Holding Area-Employment from developing with urban employment uses.
- D.** To demonstrate compliance with this provision, and in addition to the special provisions listed in Table A, the Applicant shall submit a Future Development Plan that:
 - 1.** Includes a brief narrative explaining the existing and proposed use of the property;
 - 2.** Indicates the proposed development footprint on a scaled plot plan of the property;
 - 3.** Limits the proposed new development footprint to 1/2 acre or less of the site;
 - 4.** Addresses future street connectivity as shown in the Springfield Transportation System Plan (including the Conceptual Street Map), Regional Transportation System Plan, Springfield Comprehensive Plan, applicable Refinement Plans; and this Code;
 - 5.** Addresses the number and type of vehicle trips to be generated by the proposed use;
 - 6.** Addresses the applicable Natural Resources protection, Water Quality Limited Watercourses protection, Floodplain Overlay Development Standards, and Drinking Water Protection Overlay Development Standards of this Code.
- E.** Development shall utilize the following base zone development standards:

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

- (1)** Exemption: Land divisions that create lots/parcels for the purpose of establishing a Natural Resource or Public/Semi-Public Parks and Open Space designation within the floodway, wetland or riparian resource portions of the site may create lots/parcels less than 20 acres within the Natural Resource or Public/Semi-Public Parks and Open Space designation portion of the parent lot/parcel.
- (2)** Water tanks, silos, granaries, barns and similar accessory structures or necessary mechanical appurtenances may exceed the minimum height standard.

3.3-815 Schedule of Use Categories when there is an Underlying Residential, Commercial, or Industrial District, the table header “Use Category” is retitled “Use Categories/Uses.” Said table is amended to read as follows:

Use Categories/Uses	Underlying Zoning District		
	Residential	Commercial	Industrial
Agricultural uses and structures	P	P	P
Child care facility (Section 4.7-125)	S	N	N
Detached single-family dwellings and manufactured homes (Section 3.3-825)	P	N	N
Home Occupations (Section 4.7-165)	S	S	S
Neighborhood parks that do not require urban services (Section 4.7-200)	S*	N	N
Partitions (Section 3.3-825E.)	P	N	N
Property Line Adjustments	P	N	N
High Impact Facilities (Section 4.7-160)	S*	S*	S*
Low Impact Facilities	P	P	P
Temporary sales/display of produce, the majority of which is grown on the premises (Section 4.8-125)	P	P	P

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Tree felling (Section 5.19-100)	P	P	P
R.V. parks and campgrounds (Section 4.7-220D.)	S*	N	N
RV parks and campgrounds that do not require urban services (Section 4.7-220D.)	N	D*	D*
Expansion of non-conforming uses existing on the effective date of Lane County's application (on either the /ICU or I/U District to the property (Section 3.3-825F.)	N	D*	D*
Expansion or replacement of lawful uses permitted in the underlying commercial or industrial district (Section 3.3-825F.)	N	P*	P*
Expansion or replacement of lawful Discretionary Uses in the underlying zoning district (Section 3.3-825F.)	N	D*	D*
New Permitted and Specific Development Standards in the underlying zoning district within existing structures (Section 3.3-825F.)	N	P*	P*
Manufactured home (night watch person) or manufactured unit (office) in an industrial district (Sections 4.7-185 and 4.7-170)	N	N	S*
Certain Wireless Telecommunications Systems Facilities	See Section 4.3-145	See Section 4.3-145	See Section 4.3-145
Linear Park	P	P	P

3.3-1005 Purpose, Applicability and Review subsection A is amended to read as follows:

- A.** Purpose. The Nodal Development (ND) Overlay District is established to work in conjunction with underlying zoning districts to implement transportation-related land use policies found in Springfield Transportation System Plan and in the Metro Plan. The ND Overlay District also supports "pedestrian-friendly, mixed-use development" as outlined in the State Transportation Planning Rule.

Design standards for the ND Overlay District are structured to foster the essential characteristics of pedestrian-friendly, human scale development that define "nodal development." These include:

1. Design elements that support pedestrian environments and encourage transit use, walking and bicycling;
2. Transit access within walking distance (generally 1/4 mile) of anywhere in the node;
3. Mixed uses and a core commercial area so that services are available within walking distance;
4. Public spaces, including parks, public and private open space, and public facilities that can be reached without driving; and
5. A mix of housing types and residential densities that achieve an overall net density of at least 12 units per acre.

It is important to note that the Nodal Development Overlay District works using the design and development standards found in Section 3.2-600 Mixed-Use Districts, as a basis for achieving pedestrian-

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friendly design. The overlay district is needed to add those special standards and prohibitions that help define a nodal development area under TransPlan.

3.3-1015 Location Standards is amended to read as follows:

When establishing the location and boundaries of a ND Overlay District, the following criteria shall be considered:

- A. The ND Overlay District shall be applied to the mixed-use centers or “nodes” identified by the City in response to its responsibility under the Springfield Transportation System Plan.
- B. All parcels included within a ND Overlay District shall be located within 1/4 mile of a transit stop, and shall have near its center a commercial or employment core area.

3.4-265 Base Zone Development Standards footnote (5) is amended to read as follows:

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

3.4-270 Public and Private Development Standards, subsections A.1-2, B, C.1, D.1-2, E.1-2, G.1-4, and G.13-14 are amended to read as follows:

- A. Public Streets, Alleys and Sidewalks
 - 1. Public streets, alleys and sidewalks in the Glenwood Riverfront shall be as described in the Glenwood Refinement Plan Transportation Chapter and designed and constructed as specified in the Springfield *Engineering Design Standards and Procedures Manual*.
 - 2. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code. The following is an overview of the Glenwood Riverfront street network:

- B. Street Trees and Curbside Planter Strips. Applicable Glenwood Refinement Plan Transportation Plan Policies and Implementation Strategies shall be as specified in Appendix 3 of this Code. 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.

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

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

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

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

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

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

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

- G.** Vehicle/Bicycle Parking and Loading Standards.

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

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

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

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

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Director may require a parking study to determine adequacy of parking to support a given use or proposed development, but parking must not exceed the maximum number of spaces established in Table 3.4-1 except as provided in Section 3.4-270G.8.

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

Bicycle Parking Standards Table 3.4-2

Use Category	Use Sub-Category	Number of Required Spaces	Long and Short Term Bicycle Parking Percentages	
Commercial	Eating and Drinking Establishments	1 per 600 sq. ft. 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 sq. ft. of floor area	25% long term	75% short term
	Professional, Scientific and Technical Services	1 per 3000 sq. ft. of floor area	75% long term	25% short term
	Retail Sales and Services	1 per 3000 sq. ft. of floor area	25% long term	75% short term
Employment	Office Employment	1 per 3000 sq. ft. of floor area	75% long term	25% short term
	Light Manufacturing	1 per 10,000 sq. ft. of floor area	75% long term	25% short term
	Light Manufacturing Storage	1 per 10,000 sq. ft. of floor area	75% long term	25% short term
	Warehousing	1 per 40,000 sq. ft. 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% of the demand	75% long term	25% short term

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- 14.** Bicycle Parking Design, Location and Security.
- a.** Required bicycle parking spaces and facilities must be constructed and installed in accordance with Sections 4.6-145 and 4.6-150. Long term bicycle parking required in association with a commercial or employment use shall be provided in a well-lighted, secure location within a convenient distance of a main entrance and any secondary entrance. A secure location is defined as one in which the bicycle parking is a bicycle locker, a lockable bicycle enclosure, or provided within a lockable room.
 - b.** Long term bicycle parking provided in outdoor locations shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.
 - c.** Long term bicycle parking required in association with high-density residential use shall be provided in a well-lighted, secure ground-level or underground location within a convenient distance of an entrance to the residential unit. A secure location is defined as one in which the bicycle parking is provided outside the residential unit within a protected garage, a lockable room, a lockable bicycle enclosure, or a bicycle locker.
 - d.** Short term bicycle parking shall consist of a securely fixed structure that supports the bicycle frame in a stable position without damage to wheels, frame, or components and that allows the frame and both wheels to be attached to the rack by the bicyclist's own locking device. Innovative bicycle racks that incorporate street art shall be encouraged. Short term bicycle parking shall be provided within a convenient distance of and clearly visible from, the main entrance and/or any secondary entrance to the building, but it shall not be farther away than the closest on-site automobile parking space, excluding designated accessible parking spaces.

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3.4-320 Schedule of Use Categories, The table header “CATEGORIES/USES” is retitled “Use Categories/Uses.” Use Category “Transportation Facilities” is amended to read as follows:

Use Categories/Uses	BKMU District
<i>Transportation Facilities (Section 4.7-240):</i>	
Transit Stations	D
Docks and marinas	D
Heliports	S
Helistops	S
Linear Park	P
Train Stations	S

Chapter 4 – Development Standards

4.1-105 Purpose is amended to read as follows:

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

4.1-110 Applicable Documents is amended to read as follows:

- A.** Planning references for public and private improvements. This Section ensures that public and private improvements within the city limits and the City’s urbanizable area are installed to implement plan policies by providing logical and efficient connected systems serving all lots, parcels, buildings or structures as specified in applicable comprehensive plan policies, including the Transportation System Plan and other functional plans, applicable Refinement Plans, Plan Districts, City-adopted Master Plans, the Willamalane Park and Recreation Comprehensive Plan, this Code, and any other applicable regulations.
- B.** Construction and design references for public improvements under City jurisdiction. Specifications for the design, construction, reconstruction or repair of streets, alleys, sidewalks, multi-use paths, bikeways, bus turnouts, accessways, curbs, gutters, street lights, traffic signals, street signs, sanitary sewers, stormwater management systems, street trees and planter strips within the public right-of-way, medians, roundabouts and other public improvements within the city limits and the City’s urbanizable area are as specified in this Code, the Springfield Municipal Code, *the Stormwater Management Plan*, the City’s *Engineering Design Standards and Procedures Manual*, and the Public Works Standard Construction Specifications. The Director retains the right to modify the cited references on a case-by-case basis without the need of a Variance when existing conditions make their strict application impractical.
- C.** Construction and design references for other public agency improvements. Each public agency, including but not limited to, the provider of water, electricity, parks and public transit service that have specific construction standards shall submit correspondence during the Development Review process that addresses their construction requirements.

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- D.** Construction design references for private improvements.
1. Specifications for private street improvements within the city limits and the City's urbanizable area shall be approved by the Director as specified in Section 4.2-110 and the City's *Engineering Design Standards and Procedures Manual* and any other applicable regulations.
 2. Other private improvements within the city limits and the City's urbanizable area are as specified in this Code and/or approved by the Building Official.
- E.** Americans with Disabilities Act. All applicable public and private improvements shall meet current applicable standards of the Americans with Disabilities Act.

4.2-105 Public Streets is amended to read as follows:

- A.** General Provisions.
1. All public streets and alleys must be improved as specified in this Code and must be dedicated through the approval of a subdivision plat or by acceptance of a deed approved by the City.
 2. Functional Classification of Streets. The City's street system consists of streets that are classified as Major and Minor Arterial streets, Major and Minor Collector streets, Local streets and Alleys, consistent with the Springfield Transportation System Plan (Figure 2) and the *Federally Designated Roadway Functional Classification* map, contained in the Regional Transportation Plan. Local Streets include all streets not classified as Arterial or Collector streets.
 3. New connections to arterials and state highways must be consistent with any designated access management category.
- B.** An applicant may be required to prepare a Traffic Impact Study (TIS) to identify potential traffic impacts from proposed development and needed mitigation measures. A TIS is required if any of the following criteria are met:
1. Peak Hour Threshold. If a change in land use or intensification of an existing use generates 100 or more trips during any peak hour as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers *Trip Generation Manual*, a TIS shall be performed by a registered professional engineer.
 2. Average Daily Traffic Threshold. If a change in land use or intensification of an existing use generates 1,000 or more trips per day as determined by procedures contained in the most recent edition of the Institute of Transportation Engineers *Trip Generation Manual*, a TIS shall be performed by a registered professional engineer.
 3. Variance and Known Issues Threshold. The Director may determine that a TIS is necessary to support a request for a Variance from the transportation provisions of this code or where traffic safety, street capacity, future planned facility, or multimodal concerns may be associated with the proposed development.

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4. The nature and extent of the TIS scope shall be determined by the Director based upon a trip distribution and assignment prepared by the Applicant. At a minimum, locations impacted by more than 20 trips during the identified peak hour shall be included in the trip distribution and assignment.
5. The Director may modify TIS requirements consistent with applicable local and regional transportation system plans and the intent of this Code when existing conditions make their strict application impractical or inconsistent with accepted site planning or transportation planning principles.
- C. Minimum street curb-to-curb widths and minimum street right-of-way widths are as specified in Table 4.2-1, unless otherwise indicated in the Springfield Transportation System Plan, an applicable Refinement Plan, Plan District, Master Plan, Conceptual Development Plan, or the adopted bicycle and pedestrian plan; where necessary to achieve right-of-way and street alignment; or as needed to meet site-specific engineering standards, including but not limited to requirements for multi-way boulevard and/or modern roundabout designs. Example street layouts meeting minimum street standards are provided in Figures 4.2-B through 4.2-V for illustrative purposes only. These Figures are intended to demonstrate potential street configurations that meet the requirements.

Table 4.2-1
Minimum Street Right-of-Way and Curb-to-Curb Standards

Fig. No.	Street Classification	Right-of-Way (1)	Curb-to-Curb Width (1)	Travel Lanes	Travel Lanes Width	Turn Lane Width (2)	Bikeways (3)	Planting Strip and Curb (4)	Sidewalk
4.2 B-D	Major Arterial (5)	100'/92'/84'	76'/69'/60'	4	12'	14' where required	6' both sides	5'	7' both sides
4.2 E-G	Minor Arterial (5)	76'/68'/60'	52'/44'/36'	2	12'	14' where required	6' both sides	5'	7' both sides
4.2 H-J	Major Collector	72'/64'/56'	52'/44'/36'	2	12'	14' where required	6' both sides	5'	5' both sides
4.2 K-M	Minor Collector – Non-Residential Zoning Districts (6)	70'/62'/54'	50'/42'/34'	2	11'	13' where required	6' both sides	5'	5' both sides
4.2 N-P	Minor Collector – Residential Zoning Districts (6)	58'/50'/42'	38'/30'/22'	2	11'	13' where required	N/A	5'	5' both sides
4.2 Q-S	Local Street <15 percent slope (7)	57'/49'/41'	36'/28'/20'	2	10'	N/A	Not required	5'	5' both sides
4.2 T-V	Local Street ≥15 percent slope (7)	48'/40'/32'	36'/28'/20'	2	10'	N/A	Not required	6" curbs only	5' both sides

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Cul-de-sac Bulb	83' diameter	70' diameter	N/A	N/A	N/A	N/A	5' around bulb	5' around bulb
Alley	20'	No curbs, 18' paving width	N/A	N/A		N/A	Not required	Not required

(1) Minimum right-of-way widths and curb-to-curb widths are listed in this order: Streets with parking on both sides of street/Streets with parking on one side of street/Streets with no on-street parking. Where indicated, parking width is 8' per side of street. Minimum right-of-way widths and curb-to-curb widths listed above do not include additional right-of-way width and curb-to-curb width required to accommodate a center turn lane or center median.

(2) When a center turn lane or center median is required to address a significant volume of left-turn traffic or other safety or site-specific engineering concerns, additional right-of-way width and curb-to-curb width is required to accommodate the turn lane and/or center median. Width of the turn lane will be not less than the standard provided in Table 4.2-1 above.

(3) Bike lanes on one-way streets must be on the right side of the street, except in the case where a left-side bike lane would cause fewer conflicts, and people riding bicycles can return to the right safely.

(4) The planting strip and curb includes 4.5' planting strip and 6" curb on both sides of the street, unless otherwise indicated in Table 4.2-1.

(5) Arterial streets that are Oregon Department of Transportation (ODOT) facilities are not subject to the standards in Table 4.2-1, but must meet ODOT design standards.

(6) Residential zoning districts are those listed in Section 3.2-205. All other zoning districts are non-residential for the purposes of Table 4.2-1. Where opposite sides of the street are zoned with residential and non-residential uses, the non-residential standards apply.

(7) Slope is the average slope of the development area per the calculation in SDC 3.3-520.A. Minimum right-of-way width for local streets includes 6" behind the sidewalk for property pins.

D. Street Network Standards – General Criteria.

1. Collector and Arterial Streets. Subject to the standards of this code, the location of collectors streets and arterials streets must comply with the Transportation System Plan, including the Conceptual Street Map.
2. Local Streets. The local street network, which includes pedestrian accessways and multiuse paths, must meet the following standards:
 - a. The local street network must efficiently and safely accommodate all modes of travel including pedestrians, bicyclists, and emergency service vehicles.
 - b. The local street network must not create excessive travel lengths, particularly for pedestrians and cyclists.
 - c. Streets must be interconnected to provide for the efficient provision of public and private utilities.
 - d. Streets must provide connections to and from Neighborhood Activity Centers and other areas that attract high levels of pedestrian and bicycle traffic, or alternative bicycle or pedestrian facilities must provide connections where street connections are not practical.

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- e. The alignment of local streets must minimize impacts to waterways and wetlands, and must follow slope contours where possible.
- f. The alignment of local streets must enhance the efficiency of the regional collector and arterial street system by balancing traffic volumes on local streets to promote optimum dispersal.
- g. The local street network must provide logical and efficient extensions of the public street system to adjoining properties.

3. Dead-End Streets.

- a. Dead-end streets must terminate in a cul-de-sac bulb, “hammerhead,” or other design that provides adequate vehicular turn-around areas, Public Works access, and pedestrian and bicycle connections as approved by the Director and the Fire Marshal. When development generates additional vehicular trips on an existing dead-end street without a turnaround area, the development must include a turnaround area on the dead-end street that meets the requirements of this subsection.
- b. A dead-end street, excluding the bulb or other approved vehicular turn-around area, must have a minimum length of 65 feet and must have a maximum length of 400 feet as measured from the nearest curb line of the intersecting street. The right-of-way and paving requirements for cul-de-sac bulbs and other approved vehicular turn-around areas are as specified in Table 4.2-1 of this Code, the Oregon Fire Code, the Development & Public Works *Standard Construction Specifications* and the City’s *Engineering Design Standards and Procedures Manual*.

EXCEPTION: Where streets that are planned to be through streets are partially constructed during phased development, temporary dead-end streets with temporary vehicular turn-around that meet the requirements for a dead-end fire apparatus access road will be permitted with a maximum length of 600 feet as measured from the nearest curb line of the intersecting street.

4. Block Length and Block Perimeter.

- a. Block perimeter for all street classifications must not exceed the following maximums, except as provided or exempted elsewhere in this Code or in an applicable Refinement Plan or Plan District:
 - i. 1,400 feet in Mixed-Use Districts consistent with standards in Section 3.2-625E;
 - ii. 2,600 feet in industrial zoning districts;
 - iii. 2,400 feet for multi-unit development subject to Section 3.2-240A; and
 - iv. 1,600 feet in other zoning districts.
- b. Block length must not exceed:
 - i. 600 feet for local street not in industrial zones or that do not serve industrial non-conforming or the maximum block length established in an applicable Refinement Plan or Plan District, whichever is less;

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- ii. 800 feet for multi-unit development subject to Section 3.2-240A or the maximum block length established in an applicable Refinement Plan or Plan District; whichever is less;
 - iii. 1,000 feet for local streets in industrial zones or that serve industrial non-conforming uses or the maximum block length established in an applicable adopted Refinement Plan or Plan District, whichever is less.
 - c. **EXCEPTION:** The Director may authorize a block length or block perimeter that exceeds the applicable maximum specified in this Section. In authorizing a block length or block perimeter that exceeds the above maximum lengths, the Director may establish requirements for interim street connectivity and/or pedestrian accessways consistent with standards in Section 4.2-160. Where the extension of a public street would create a block length or block perimeter that exceeds the applicable maximum, the block length and block perimeter must be as close as possible to the applicable maximum. The Director will authorize an exception only if the applicant/developer demonstrates that the existence of any of the following conditions justifies the exception:
 - i. Physical conditions that cannot be mitigated necessitate a block length or block perimeter that is longer than the applicable maximum. These conditions may include topography or the existence of physical features, including, but not limited to: wetlands, ponds, streams, channels, rivers, lakes, steep grades, or a resource under protection by State or Federal law; or
 - ii. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels that physically necessitate a block length or block perimeter that is longer than the applicable maximum, considering the potential for redevelopment; or
 - iii. Industrial development areas greater than 25 acres pursuant to an adopted Master Plan.
- E. Street Network Standards – Needed Housing. The development of needed housing, as defined in ORS 197.303, must meet the following street network standards, unless the applicant elects review under the general criteria in Section 4.2-105D.
- 1. Collector and Arterial Streets. Subject to the standards of this Code, the location of collector and arterial streets must comply with the Transportation System Plan, including the Conceptual Street Map.
 - 2. Local Streets. The local street network must meet the following standards:
 - a. New local streets, pedestrian accessways, and multiuse paths within a development area must connect to all existing or planned local streets, accessways, and multiuse paths, respectively, including truncated or “stub” streets, accessways, or multiuse paths that abut the development area. For the purposes of this Section, a planned street, accessway, or multiuse path means unimproved dedicated right-of-way; a street or multiuse path adopted in the Transportation System Plan; or a street, accessway, or multiuse path shown in an approved Master Plan, Site Plan, Conceptual Development Plan, or Subdivision Plan.

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- b. Where there is an existing or planned local street or multiuse path within $\frac{1}{4}$ mile of the outer boundary of the development area, a new local street or multiuse path must extend to the outer boundary lines of the development area in alignment with the centerline of existing or planned street or multiuse path. The new street or multiuse path and existing or planned street or multiuse path are in alignment if the angle between the projection of the centerlines of both streets is not less than 170 degrees or more than 190 degrees.
 - c. Local streets spaced no greater than 600 feet apart from centerline to centerline must extend to all undeveloped or underdeveloped land that is adjacent to the development area, zoned or designated for residential or mixed use, and 5 contiguous gross acres or larger. For the purposes of this Section, “underdeveloped” means lots and parcels that are developed at less than half the minimum residential density required in the underlying zoning district.
 - d. The number of new local street intersections with major collector or arterial streets that provide ingress or egress to the development area must be the smallest number necessary to ensure that not more than 100 dwelling units are attributed to any one intersection with a major collector or arterial street, including via existing local streets that intersect major collector or arterial streets outside the development area. A dwelling unit is attributed to the intersection of a local street and major collector or arterial street that has the smallest travel distance from the centerline of the street at the midpoint of the dwelling unit’s frontage to the centerline of the street at the boundary line of the development area.
 - e. **EXCEPTION:** Street, accessway, and multiuse path connections to adjacent property under Sections 4.2-105E.2.a through 4.2-105E.2.d above are not required where the following barriers physically prevent their construction: railroad right-of-way, limited access highway or freeway right-of-way, existing development, streets that would be unable to meet the slope standards specified in Section 3.3-525, natural resource protection areas listed in Section 4.3-117B, or Historic Landmark Sites or Structures established on the Historic Landmark Inventory according to Section 3.3-920 of this Code.
 - f. Developments must provide fire apparatus access roads as required by and in compliance with the Oregon Fire Code.
3. Cul-de-sacs and Dead-End Streets. New and existing dead-end streets and cul-de-sacs must meet the standards for dead-end fire apparatus access roads in the Oregon Fire Code and the following standards:
- a. Cul-de-sacs and dead-end streets that are not planned to be through streets are permitted only when physical barriers prevent the construction of through streets or stubbed streets that meet the local street network standards in Section 4.2-105E.2, or the block length and block perimeter standards in Section 4.2-105E.6. Physical barriers are railroad right-of-way, limited access highway or freeway rights-of-way, existing development, streets that would be unable to meet the slope standards specified in

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Section 3.3-525, natural resource protection areas listed in Section 4.3-117B, or Historic Landmark Sites or Structures established on the Historic Landmark Inventory according to Section 3.3-920 of this Code.

- b. All cul-de-sacs and dead-end streets, including stubbed streets required under Sections 4.2-105E.2.a through 4.2-105E.2.c above, must meet the length standards in Section 4.2-105D.3.b.
- c. A cul-de-sac or dead-end street that is not a stubbed street must include one or more pedestrian accessways or multiuse path connections from the cul-de-sac or dead-end street to an existing or planned street, accessway, or multiuse path when the cul-de-sac or dead end street is within $\frac{1}{4}$ mile of a Neighborhood Activity Center, as measured in a straight line from the nearest outer boundary of the Neighborhood Activity Center to the centerline of the dead-end street at its terminus or the center point of the cul-de-sac. The accessway or multiuse path must be located in a manner that would shorten the walking and biking distance from the cul-de-sac or dead-end street to the Neighborhood Activity Center as compared to the shortest walking or biking distance without the connection.

EXCEPTIONS: An accessway or multiuse path is not required where physical barriers listed under Section 4.2-105E.3.a above prevent construction of any accessway or multiuse path under this section, or when no accessway or multiuse path would decrease the walking or biking distance from the cul-de-sac or dead-end street to the Neighborhood Activity Center.

- 4. Block Length and Block Perimeter.
 - a. Block perimeter for all local and minor collector streets must not exceed the following maximums:
 - i. 1,400 feet in Mixed-Use Districts, consistent with standards in Section 3.2-625E,
 - ii. 2,400 feet for multi-unit development subject to Section 3.2-240A; and
 - iii. 1,600 feet for all other development and in all other zoning districts.
 - b. Block length for local streets must not exceed:
 - i. 800 feet for multi-unit development in residential zoning districts; and
 - ii. 600 feet for all residential development other than multi-unit development in all zoning districts.
- 5. Maximum Street Grades. Street grades must not exceed 8% on major and minor arterial streets, 10% on major and minor collector streets, and 12% on local streets.
- 6. Intersections of Streets and Alleys.
 - a. Angles. Streets and alleys must intersect one another at an angle as close to a right angle (i.e. 90 degrees) as possible. Street intersections must have a minimum

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intersection angle of 80 degrees. All legs of an intersection must meet the above standard for at least 100 feet from the point of intersection of the street centerlines. No more than two streets may intersect at any location (i.e. not creating more than a four-legged intersection) unless at a roundabout.

- b.** Intersection Offsets. Intersections must be offset at least 100 feet on a local street, 200 feet on a minor collector street, and 400 feet on a major collector or arterial street, or the safe stopping sight distance as determined by the AASHTO publication “A Policy on Geometric Design of Highways and Streets,” whichever is greater. Offset distance must be measured from the curb or edge of pavement or, where there is no curb, to the closest curb or edge of pavement of the next offset street.

F. Medians.

- 1.** General. A raised median physically deters vehicles from crossing or entering a median area by way of a raised curb or concrete barrier. Raised medians help avoid crashes caused by crossover traffic, reduce headlight glare distraction, prevent traffic turning left from through lanes, provide refuge for pedestrians crossing the street, and remove turning traffic from through lanes, thereby maintaining efficient and safe traffic flow. Median design and installation must follow the standards in the Manual on Uniform Traffic Control Devices and AASHTO’s “A Policy on Geometric Design of Highways and Streets.”
- 2.** Raised Median Width and Size.
 - a.** In addition to the minimum street curb-to-curb and right-of-way standards specified in Section 4.2-105.C, extra right-of-way width for medians may be required to address known safety issues or fulfill safety and operational needs as specified in this Code or identified in an engineering study.
 - b.** Elongated Median.
 - i.** An elongated median intended to deter turning movements must be a minimum of four (4) feet wide and no less than 150 square feet in area. Where a raised median is required on a facility with an existing median area between opposing travel lanes, the new raised median must be the same width as the existing median area minus the distance from the edge line striping required in the Manual on Uniform Traffic Control Devices. In special circumstances where the necessary right-of-way cannot be provided or obtained, medians intended to deter turning movements may be as narrow as two (2) feet wide as approved by the Director.
 - ii.** An elongated median intended as a pedestrian refuge must be a minimum of eight (8) feet wide, and no less than 150 square feet in area. In special circumstances where the necessary right-of-way cannot be provided or obtained, pedestrian refuge medians may be as narrow as six (6) feet wide as approved by the Director.
- 3.** Length of a Raised Median.
 - a.** Where medians are required to prohibit turns into a specific access, the median must fully cover the access location plus an additional twenty (20) feet on either end.

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Modifications to median length given site specific needs may be approved by the Director.

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

G. Additional Right-of-Way and Street Improvements.

1. Whenever an existing street of inadequate width is abutting or within a development area requiring Development Approval, dedication of additional right-of-way is required. Whenever street dedication results in right-of-way that does not connect with the City street system, a deed restriction shall be recorded with the Lane County Deeds and Records stating that the property shall not be built upon until a fully improved street is constructed to serve the property, and connect with the City street system.
2. Whenever a proposed land division or development will increase traffic on the City street system and the development site has unimproved street frontage, that street frontage shall be fully improved to City specifications in accordance with the following criteria:
 - a. When fully improved street right-of-way abuts the property line of the subject property, street improvements shall be constructed across the entire property frontage.
 - b. When there is a fully improved partial-width street opposite the frontage of the subject property, street improvements shall be constructed across the entire property frontage to provide a full-width street.
 - c. Where property has frontage on unpaved street right-of-way, or where unpaved street right-of-way extends to a side property boundary, the minimum level of street improvements necessary to provide for the safe and efficient movement of vehicles and pedestrians from/to the proposed development shall be constructed.
 - d. Where there is multifamily residential, commercial or industrial development at the intersection of a fully improved street and an unimproved street, if access is taken from the unimproved street, the unimproved street frontage shall be improved.

EXCEPTIONS:

- i. In all other cases of unimproved streets, an Improvement Agreement shall be required as a condition of Development Approval, postponing improvements until the time that a City street improvement project is initiated.
 - ii. In the case of siting accessory structures and other structures not occupied by humans, and changes of use which do not increase parking requirements shall not be considered development which increases traffic on the City street system; full street improvement or an Improvement Agreement shall not be required.
3. An approved performance bond or suitable substitute in a sufficient amount to ensure the completion of all required improvements, including the installation of sidewalks and accessways

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is required prior to occupancy or Final Plat approval when necessary to ensure compliance with a development agreement.

4. Partial-width streets shall be permitted only if both of the following approval criteria are met:
 - a. There is inadequate right-of-way to install a full-width street improvement without changing street alignments; and
 - b. The partial-width street is adequate to carry anticipated traffic loads until adjacent properties are developed and the street is fully improved.

5. If the developer bears the full cost of dedicating the necessary right-of-way for and/or constructing partial-width street improvements, the developer may retain a reserve strip subject to the following terms and conditions:
 - a. The retention of this strip does not constitute either an express or implied agreement by the City:
 - i. To require an abutting property owner to take access to the street across the reserve strip;
 - ii. To withhold approval of development and building on abutting property unless the abutting property owner takes access to the street across the reserve strip;
 - iii. That it will not or cannot prohibit access from abutting properties to the street across the reserve strip.
 - b. Abutting property owners may purchase access rights across the reserve strip by paying to the developer a prorated share of the developer's costs of the fully improved street. The developer shall submit actual development costs to the City within 6 months following street construction. The cost of purchasing access rights across the reserve strip shall include the actual construction cost per lineal foot, plus inflation, at a rate not to exceed 5 percent per year. It shall not be the City's responsibility to record legal documents.

- H. Where a development would result in the need to improve a railroad crossing, or an approach to a railroad crossing, the developer must bear the cost for the permitting and improvements. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.

- I. Traffic Control Devices.
 1. All traffic control signs, pavement markings, street name signs, and other traffic control devices must be in conformance with the U.S. Department of Transportation's Manual of Uniform Traffic Control Devices for Streets and Highways (including Oregon supplements), the City's *Engineering Design Standards and Procedures Manual*, and the Development & Public Works Standard Construction Specifications and this Code.
 2. Unless otherwise approved by the Director:
 - a. The developer is responsible for providing and installing all traffic control devices and street name signs as necessary to support the proposed development.

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- b.** Where a proposed street intersection will result in an immediate need for a traffic control device, the developer shall bear the cost for the improvements. When other property owners are benefited, other equitable means of cost distribution may be approved by the City.

- J.** Bus turn out lanes must be consistent with current standards in the City's *Engineering Design Standards and Procedures Manual*.

- K.** Street names are assigned as specified in the Springfield Municipal Code.

- L.** The Director may require a developer to install traffic calming measures, including, but not limited to, speed tables and mini-roundabouts, to address public safety considerations on roadways.

- M.** Special Street Setbacks.
 - 1.** A special street setback is established in the following circumstances:
 - a.** A special street setback is established as provided in Table 4.2-1A wherever there is (i) partially-improved or unimproved street or alley right-of-way of inadequate width abutting a property, (ii) right-of-way that terminates at a property line, or (iii) right-of-way that terminates at a T-intersection with a local street abutting the property line.
 - b.** A special street setback is established wherever future right-of-way is shown in the Springfield Transportation System Plan, a refinement plan, or on an adopted Master Plan, Site Plan, Conceptual Development Plan, Subdivision or Partition for the width of the street shown on said plan, or as provided in Table 4.2-1A if no width is specified.
 - 2.** Buildings are not permitted within the special street setback specified in this section. Any portion of a building lawfully established within a special street setback prior to adoption of this ordinance is considered a non-conforming building subject to Section 5.8-100 of this Code.
 - 3.** The special street setbacks provided in Table 4.2-1A are based on the functional classification of the street as shown in the Springfield Transportation System Plan, including the Conceptual Street Map. Where a street is not shown in the Springfield TSP, including the Conceptual Street Map, the special setback for local streets applies.
 - 4.** The special setback provided in Table 4.2-1A is measured from the centerline of the existing or future street right-of-way as follows:
 - a.** Where partially-improved or unimproved right-of-way of inadequate width abuts a property line, the setback is measured from the location where the centerline would be if the street was fully improved.
 - b.** Where right-of-way terminates at the property line or at a T-intersection on only one side of a property, the centerline is the straight line continuation of the centerline of the abutting right-of-way until it reaches the property line on the opposing side.
 - c.** Where right-of-way terminates at the property boundary on two sides, the centerline is the straight line between the points where the right-of-way centerlines intersect the property lines on each side.

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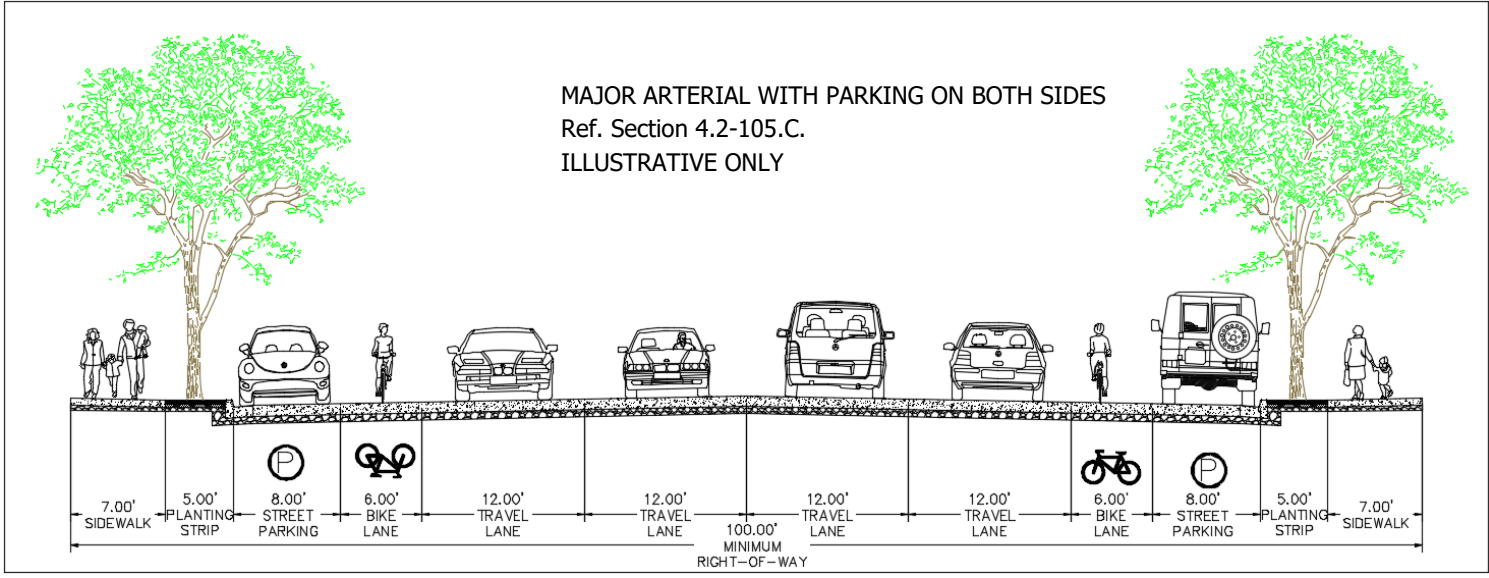
- d. Where right-of-way terminates at the property line on one side and at a T-intersection on the other side, the centerline is the straight line from the right-of-way centerline intersection with the property line to the intersection of the existing street centerlines at the T-intersection.
 - e. Where right-of-way terminates at T-intersections on two sides of a property, the centerline is the straight line between the intersections of the existing street centerlines at each T-intersection.
5. Other yard or building setbacks are in addition to the special setbacks required by this section. Those setback distances must be measured at right angles to the street centerline specified above.

Table 4.2-1A
Special Street Setbacks

Street Classification	Setback Distance from the Centerline (1)
Major Arterial	50'
Minor Arterial	38'
Major Collector	36'
Minor Collector	35'
Local Street, <15 percent slope	28.5'
Local Street, ≥15 percent slope	28'
Alley	10'

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

Figure 4.2-B



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Figure 4.2-C

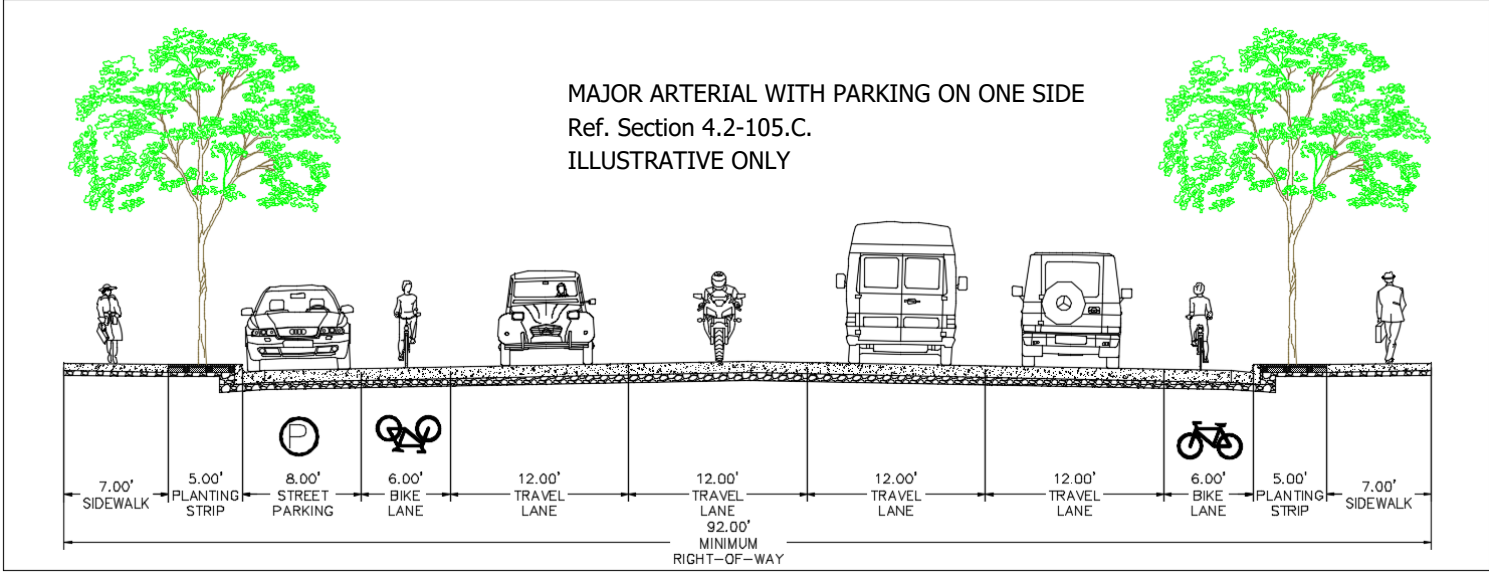
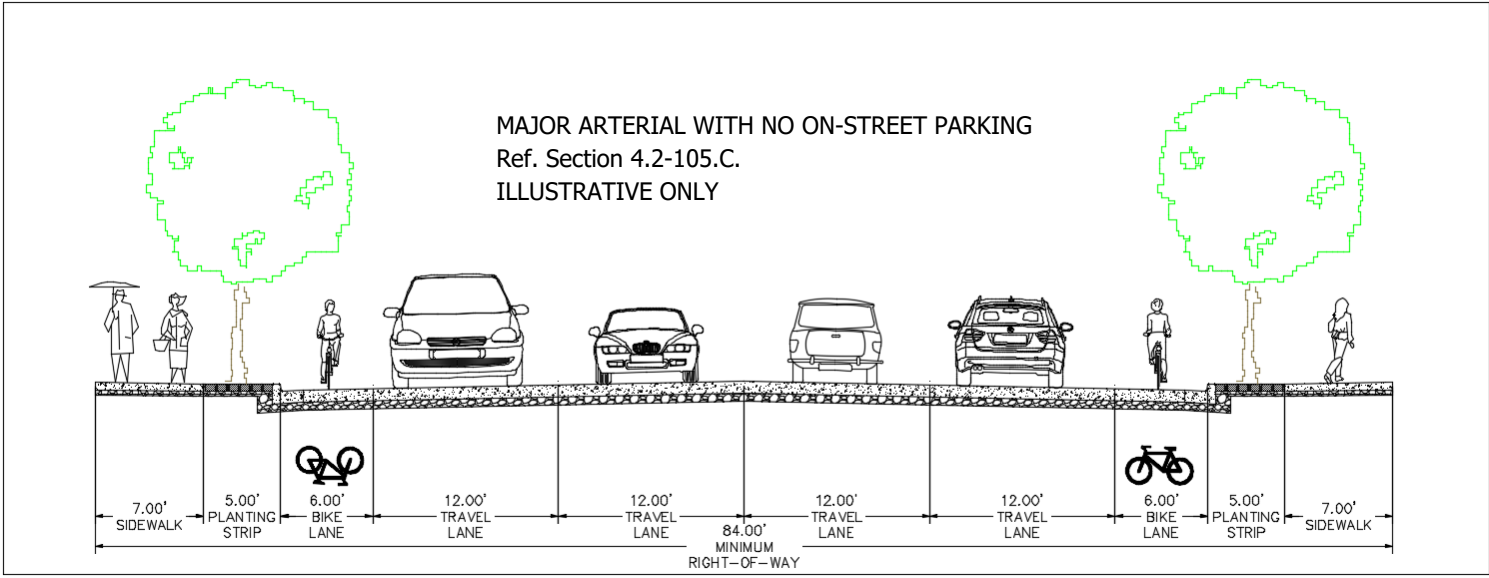


Figure 4.2-D



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Figure 4.2-E

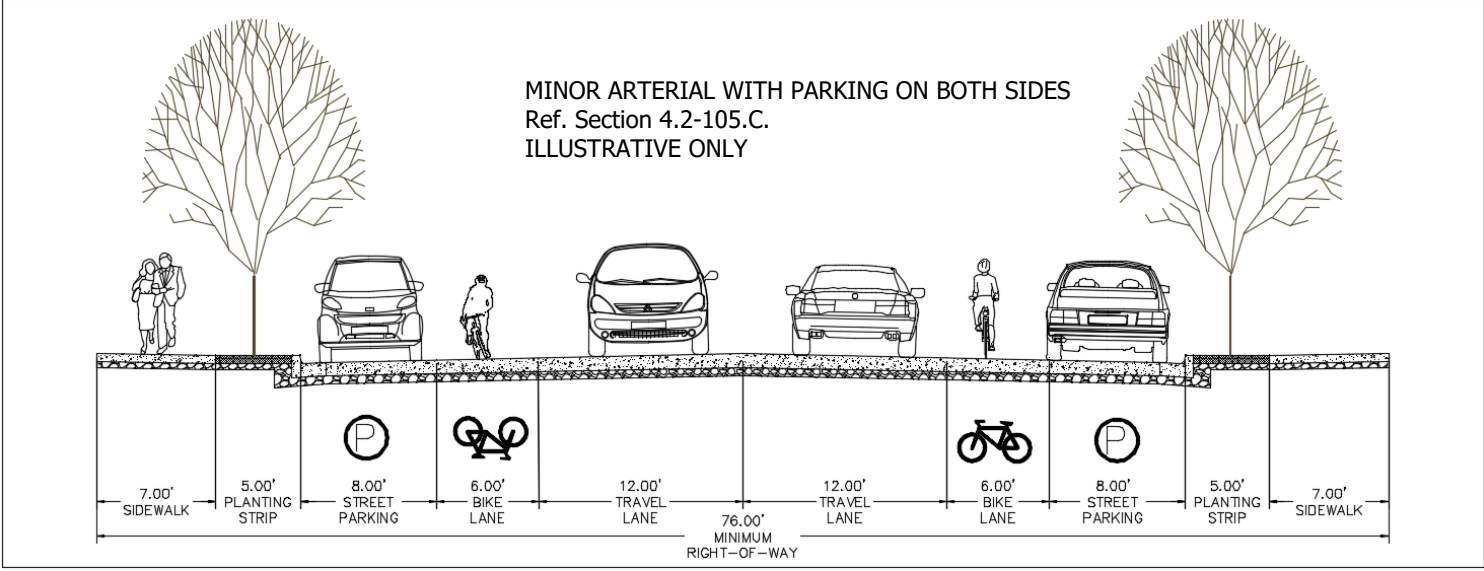
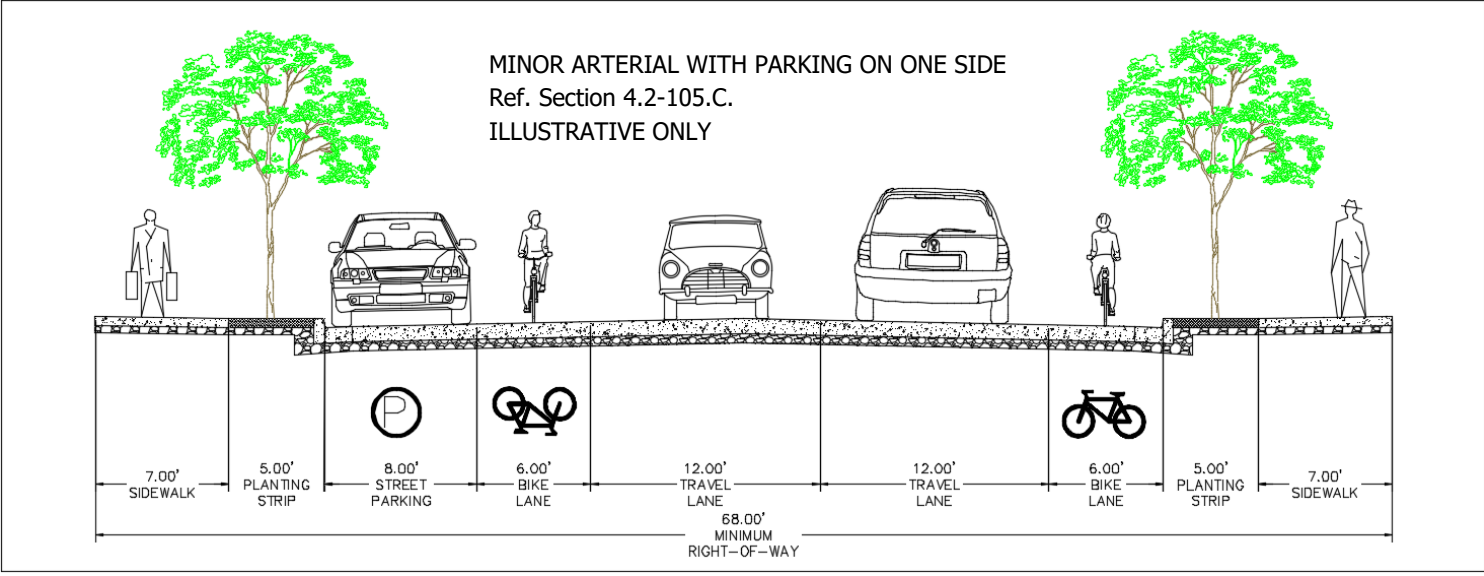


Figure 4.2-F



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Figure 4.2-G

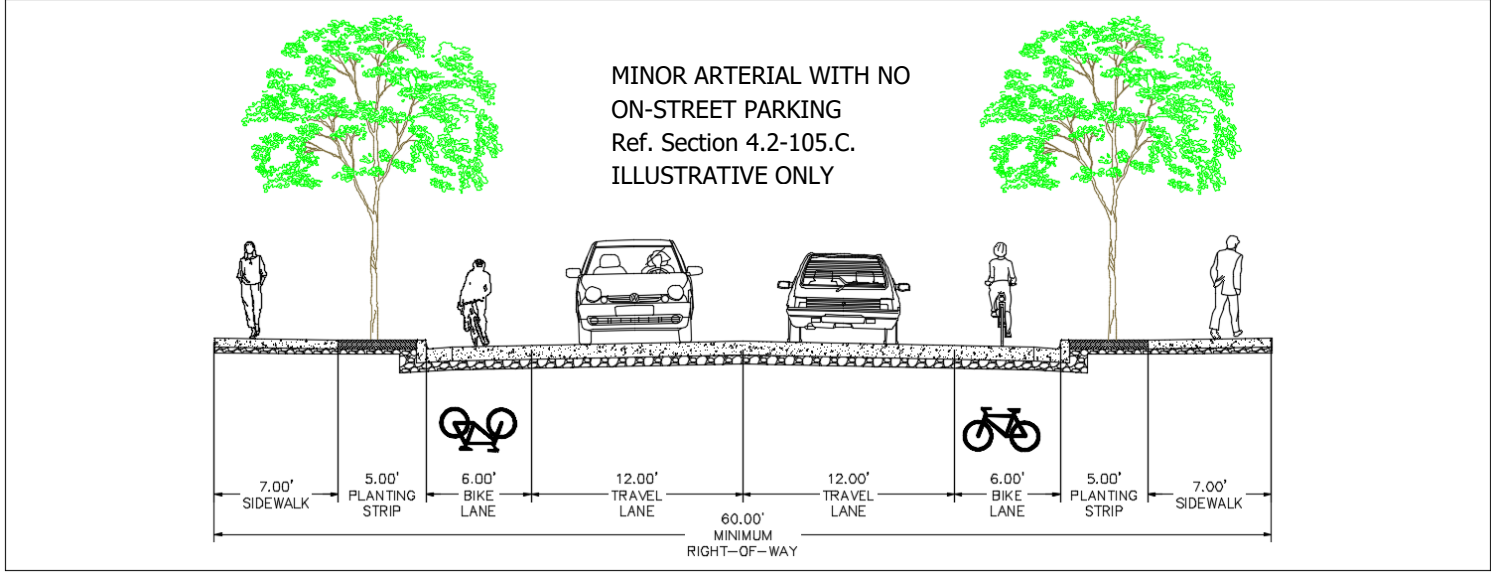
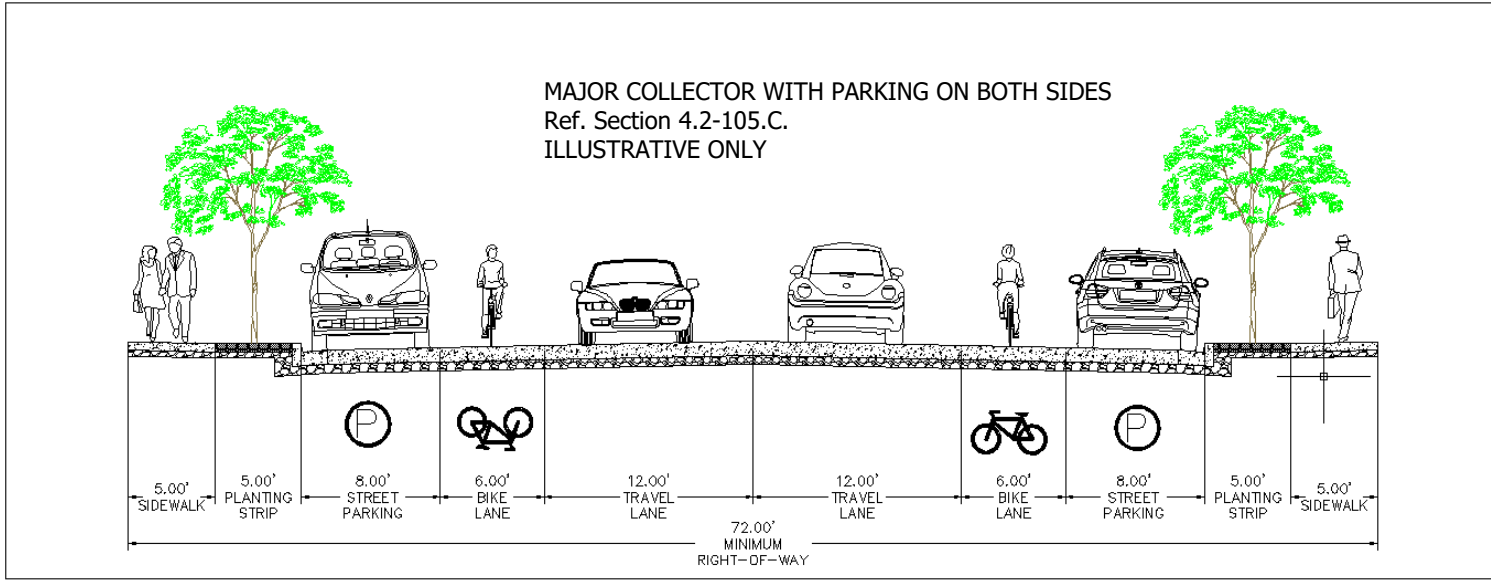


Figure 4.2-H



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Figure 4.2-I

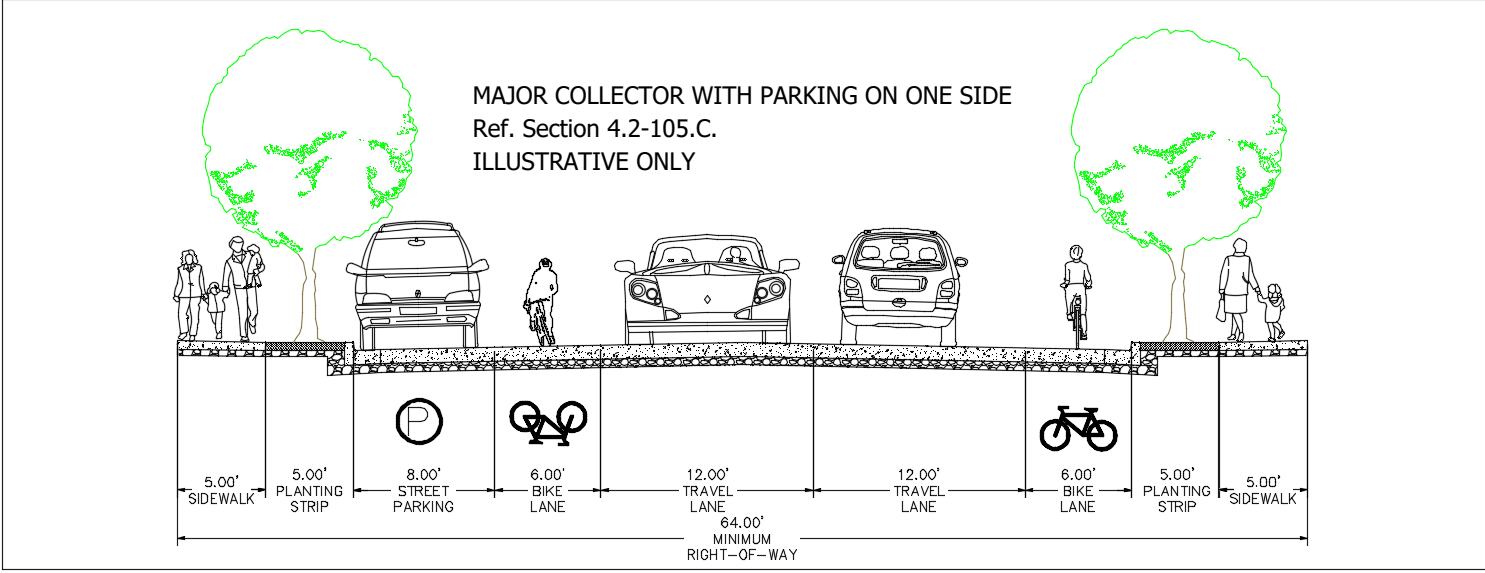
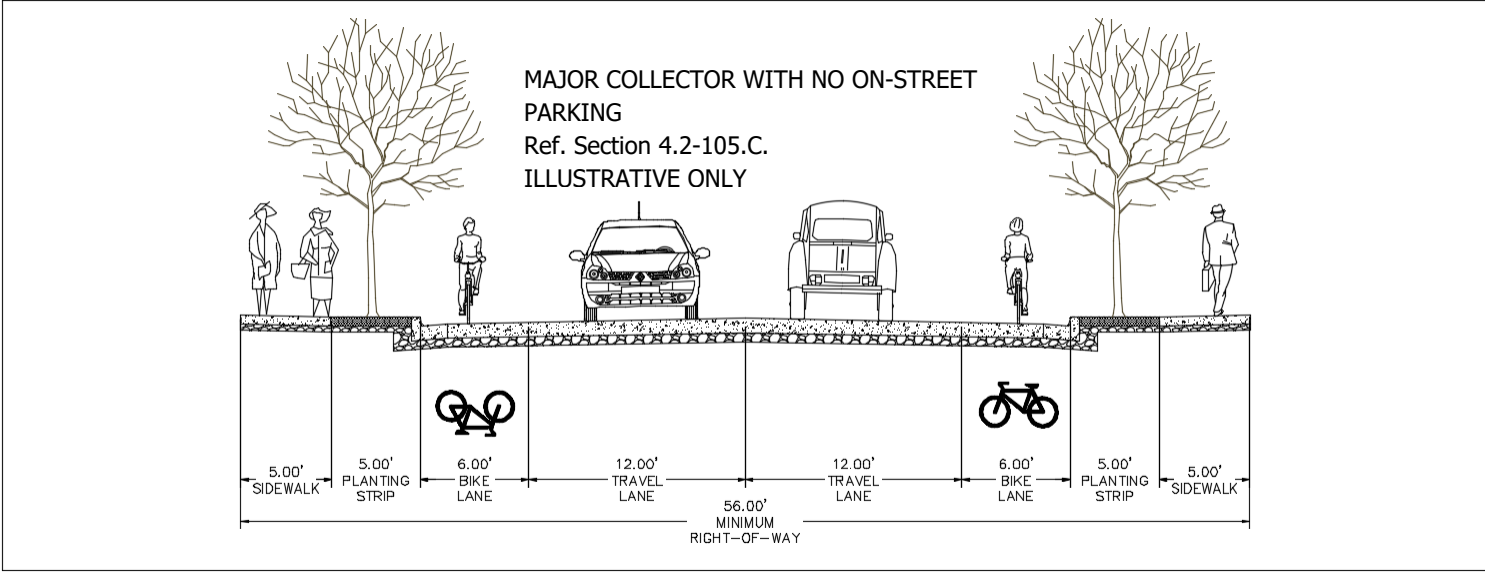


Figure 4.2-J



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Figure 4.2-K

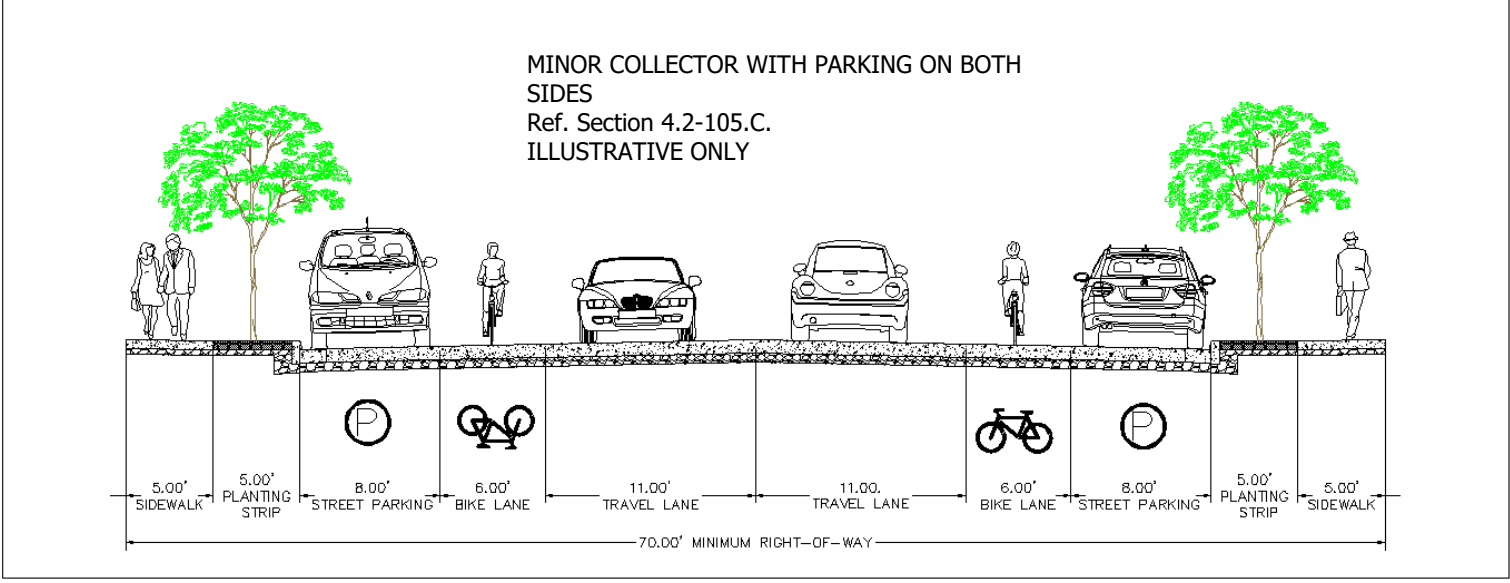
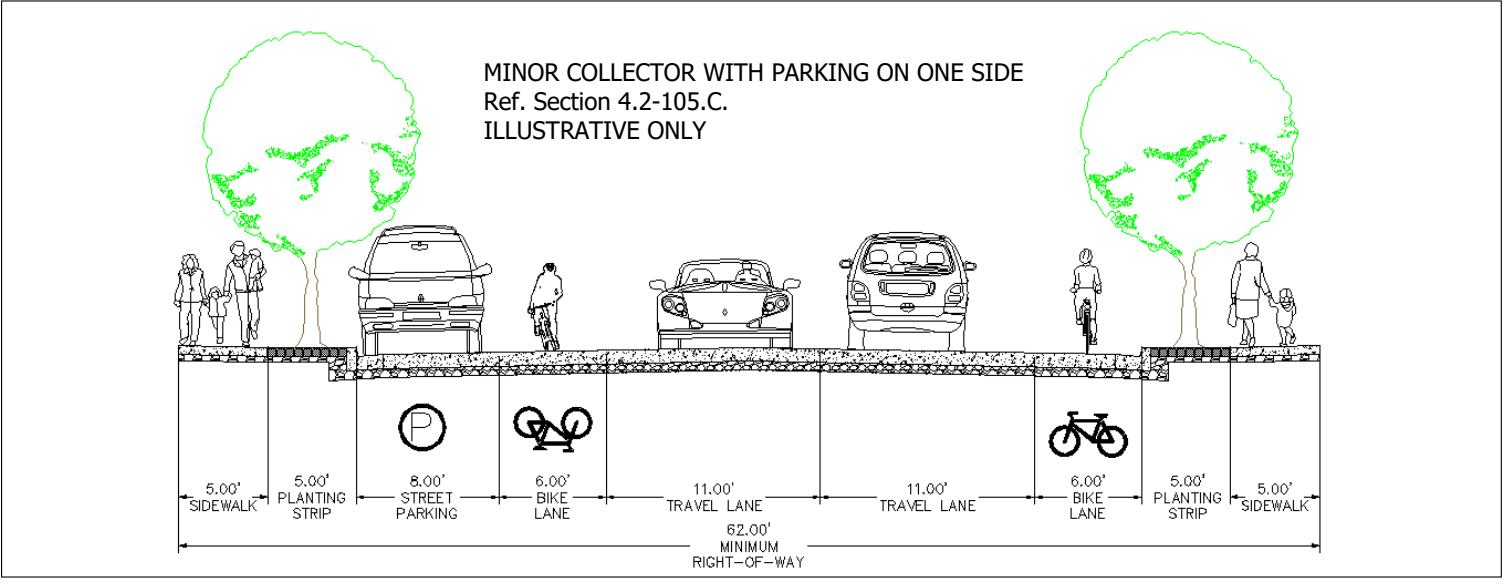


Figure 4.2-L



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Figure 4.2-M

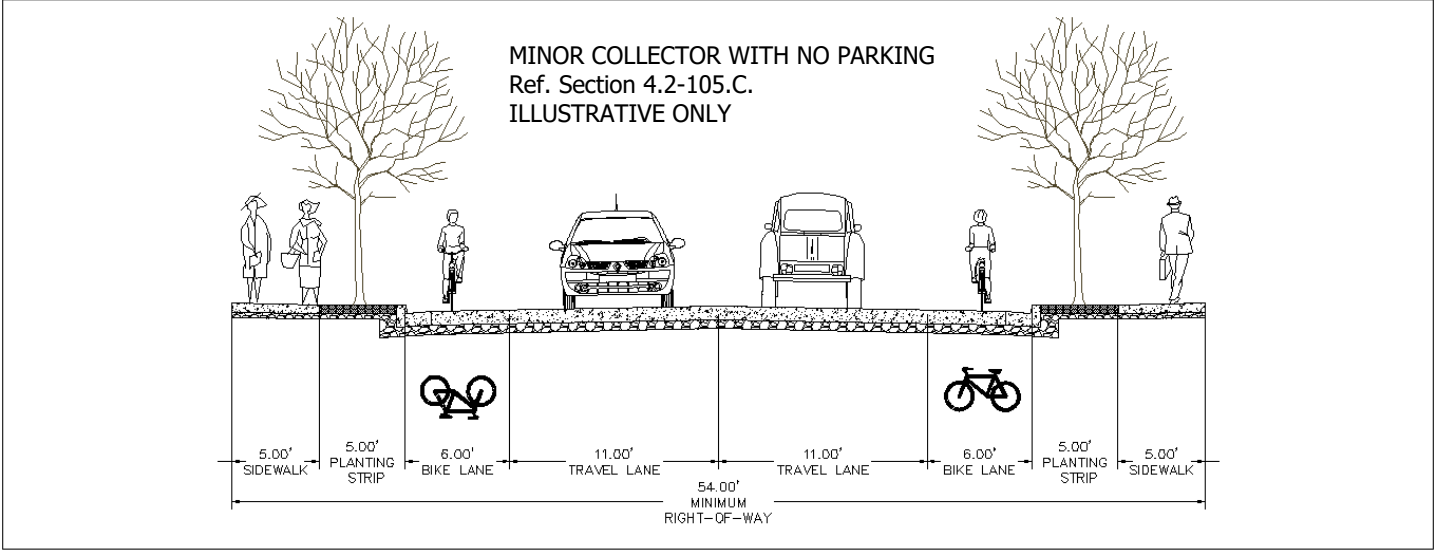
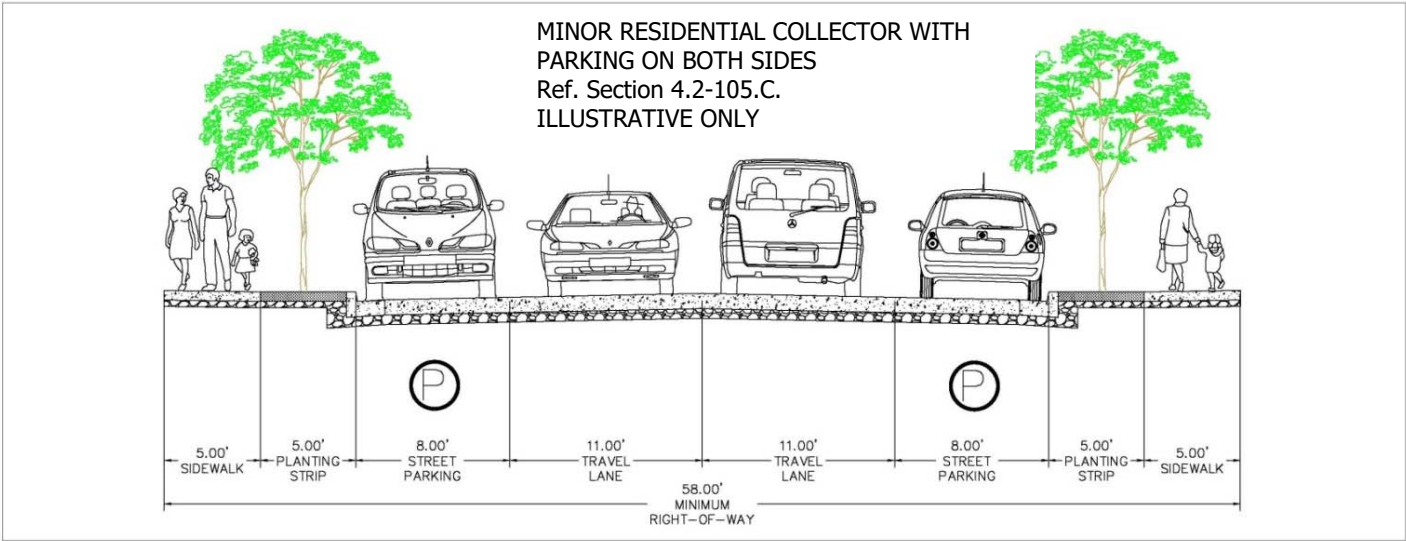


Figure 4.2-N



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Figure 4.2-O

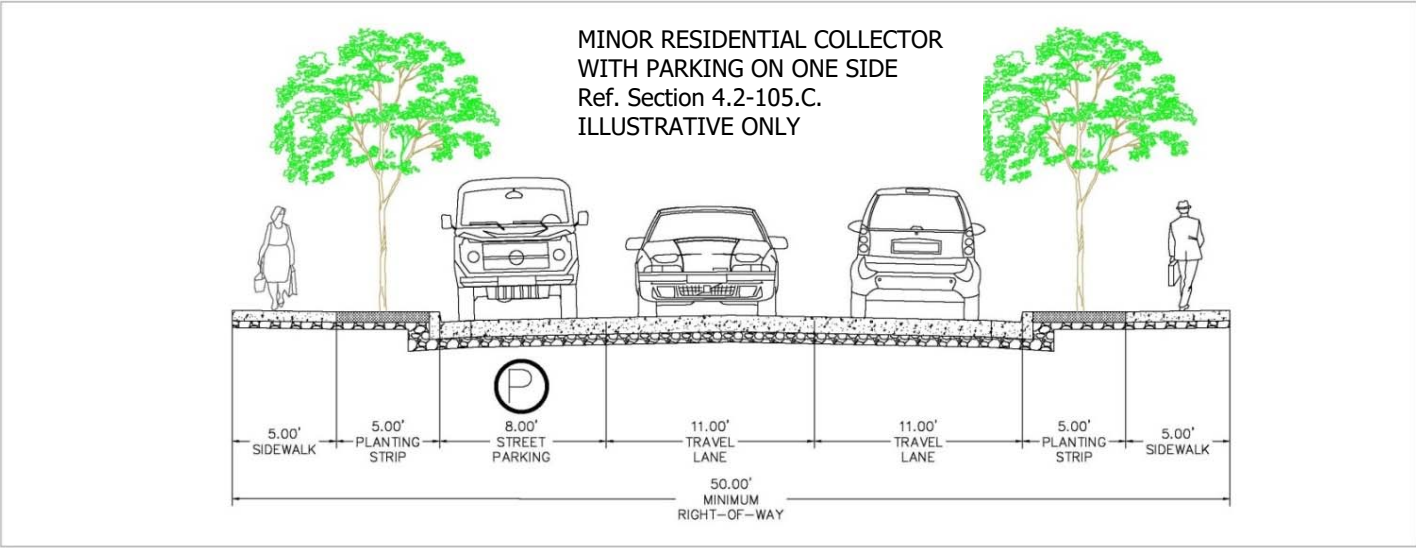
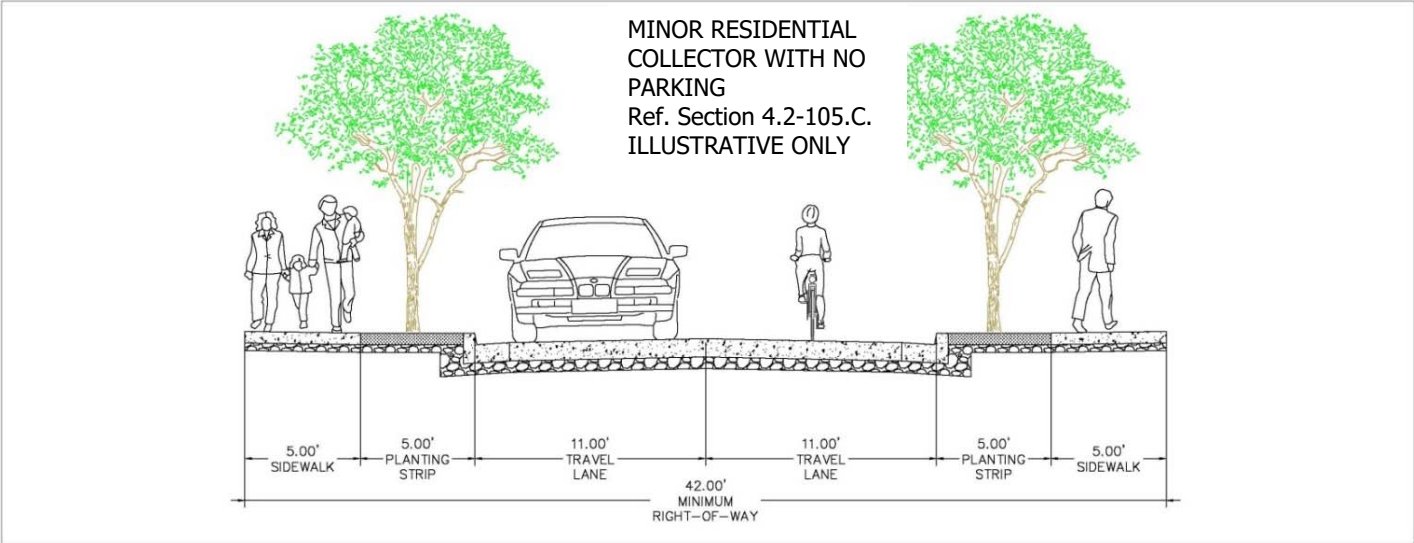


Figure 4.2-P



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Figure 4.2-Q

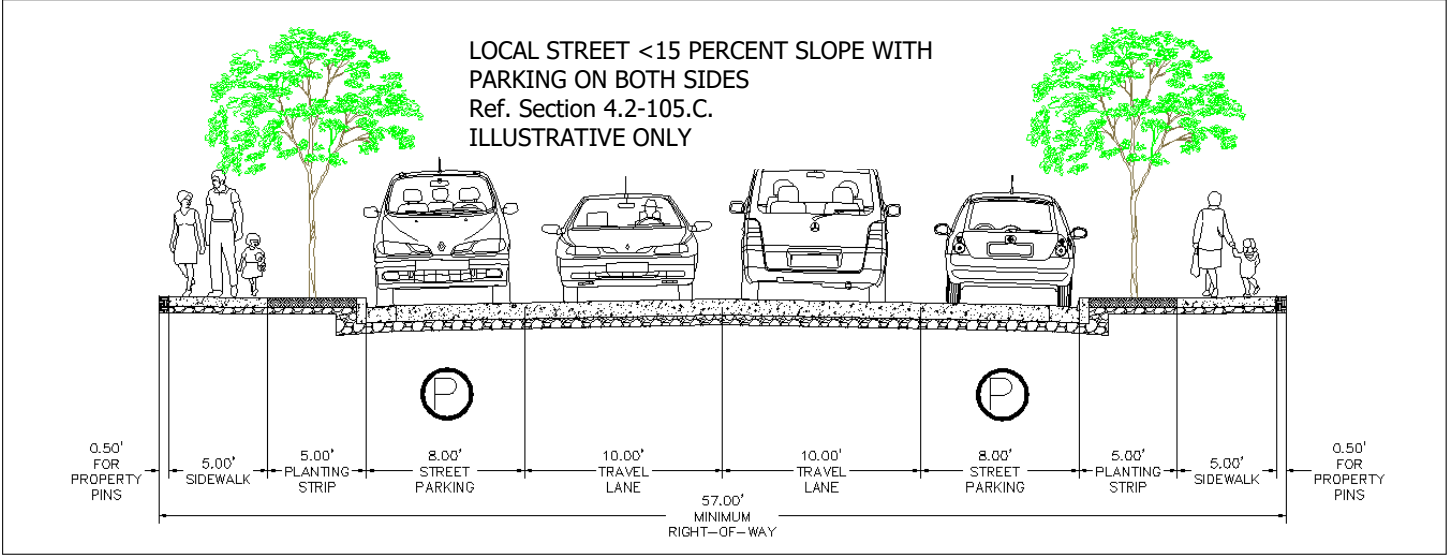
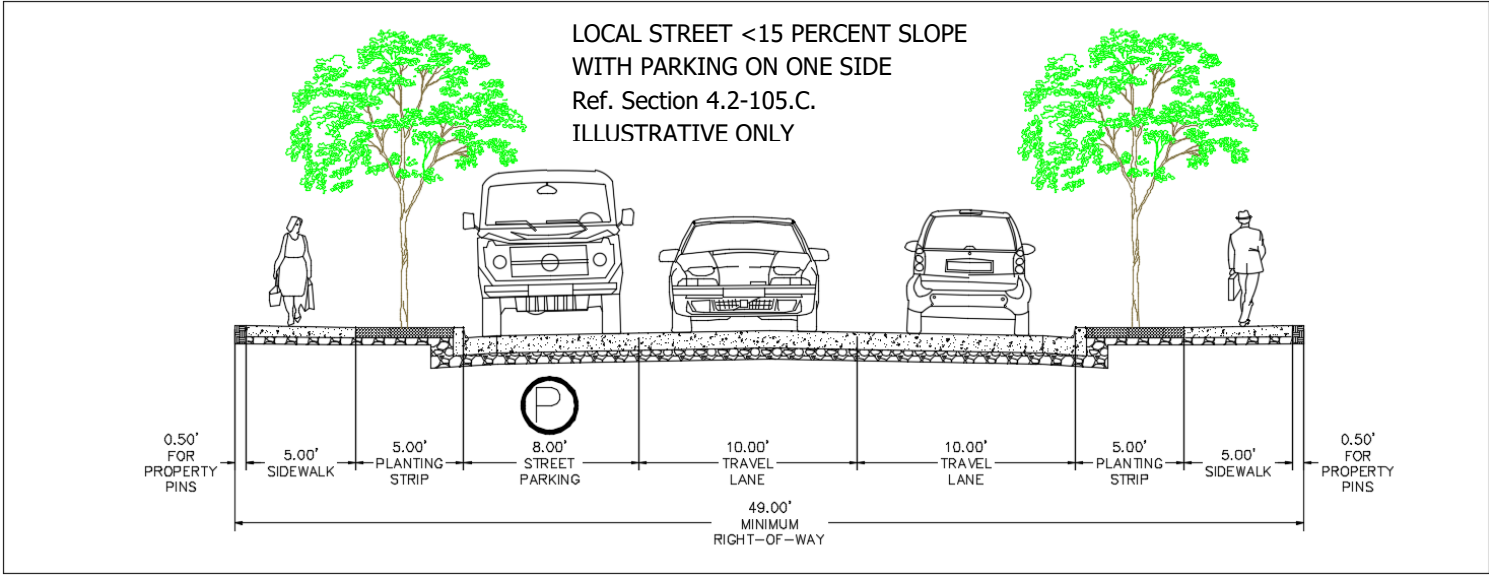


Figure 4.2-R



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

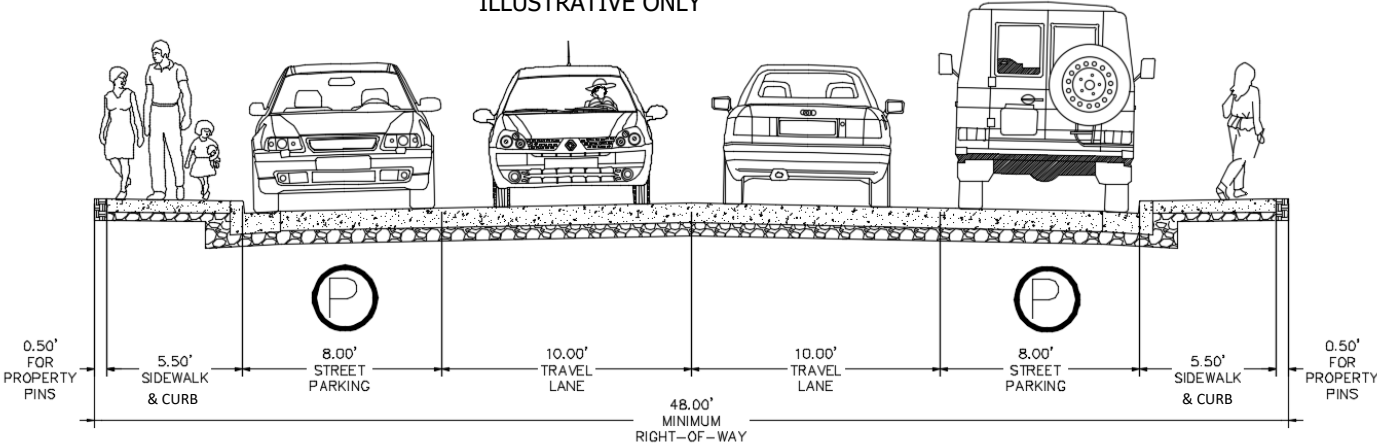
Figure 4.2-S

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



Figure 4.2-T

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



SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

Figure 4.2-U

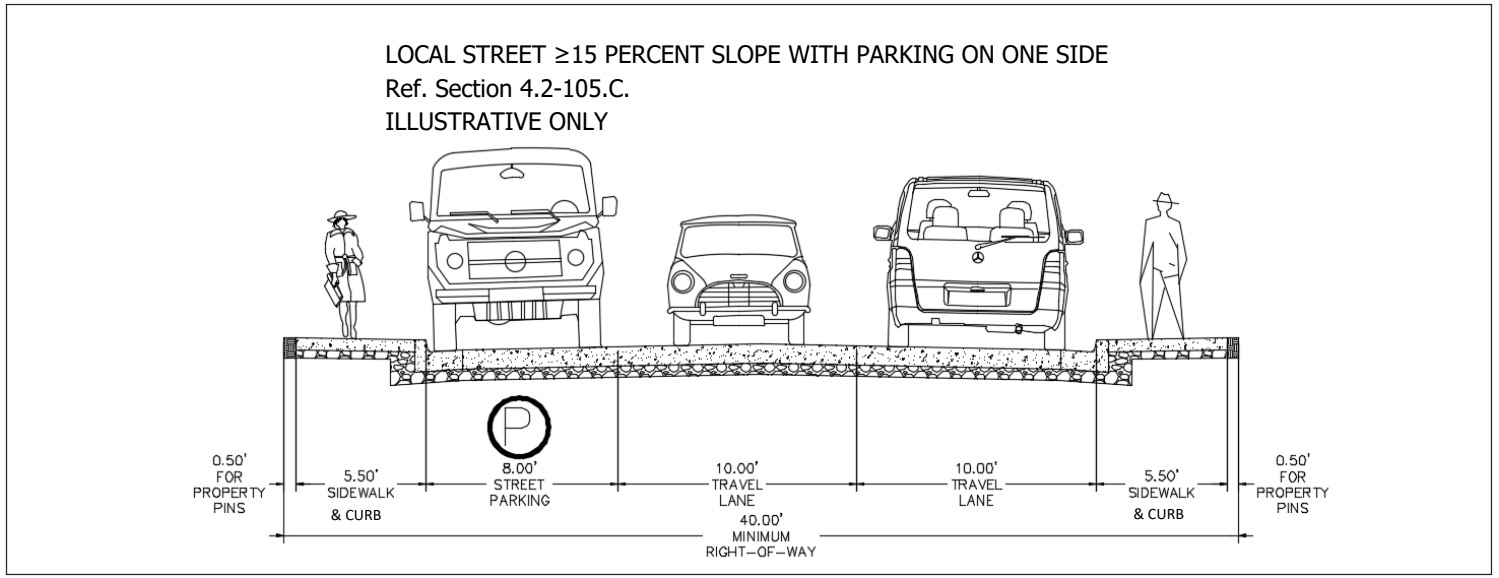
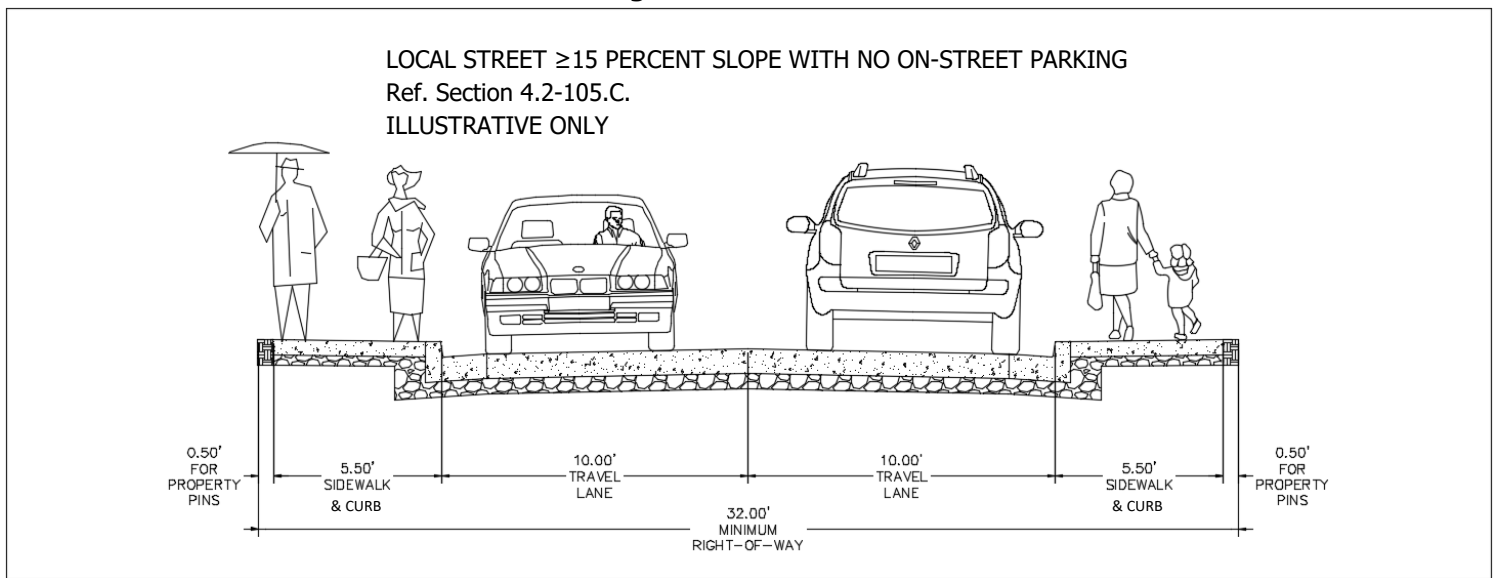


Figure 4.2-V



4.2-110 Private Streets is amended to read as follows:

- A. Private streets are permitted within the development area of Mobile Home/Manufactured Dwelling Parks, Multi-Unit Development, and singularly owned commercial and industrial developments.
- B. Private street improvements must meet the driveway standards in Section 4.2-120C and must be constructed as specified in the City's *Engineering Design Standards and Procedures Manual* and in the *Development & Public Works Standard Construction Specifications*.

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- C. The Approval Authority shall require a Homeowner's Agreement or other legal assurances acceptable to the City Attorney for the continued maintenance of private streets.

4.2-115 Block Length is deleted.

4.2-120 Site Access and Driveways is amended to read as follows:

A. Site Access and Driveways – General.

1. All developed lots/parcels are entitled to one approved driveway access provided by either direct access to a:
 - a. Public street or alley along the frontage of the property; or
 - b. Private street that connects to the public street system. The private street shall be constructed as specified in Section 4.2-110 (private streets shall not be permitted in lieu of public streets shown on the Springfield Transportation System Plan, including the Conceptual Street Map); or
 - c. Public street by an irrevocable joint use/access easement serving the subject property that has been approved by the City Attorney, where:
 - i. A private driveway is required in lieu of a panhandle driveway, as specified in Section 3.2-220B.; or
 - ii. Combined access for 2 or more lots/parcels is required to reduce the number of driveways along a street, as determined by the Director.
2. Driveway access to designated State Highways is subject to the provisions of this Section in addition to requirements of the Oregon Department of Transportation (ODOT). Where City and ODOT regulations conflict, the more restrictive regulations shall apply.
3. As determined by the Director, sites with abutting parking areas within the same zoning district may be required to provide driveway connections or pedestrian connections internal to the sites and joint access agreements to provide efficient connectivity and preserve public street functions and capacity.

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

EXCEPTION: Driveway access to or from a higher classification street may be permitted if no reasonable alternative street access exists or where heavy use of local streets is in-appropriate due to traffic impacts in residential areas.

1. Where a proposed development abuts an existing or proposed arterial or collector street, the development design and off-street improvements shall minimize the traffic conflicts.
2. Additional improvements or design modifications necessary to resolve identified transportation conflicts may be required on a case by case basis.

SPRINGFIELD DEVELOPMENT CODE AMENDMENTS

- C. Driveways shall be designed to allow safe and efficient vehicular ingress and egress as specified in Tables 4.2-2 through 4.2-5 and the City’s *Engineering Design Standards and Procedures Manual* and the Development & Public Works Standard Construction Specifications.

Table 4.2-2

Driveway Design Specifications				
	1-Way Driveway Width	2-Way Driveway Width	Transition Width	Driveway Throat Depth
Land Use	Min./Max.	Min./Max.	Min./Max.	
Single-family and Duplexes (3)(4)	12’/16’	12’/24’ (1)	3’/3’	N.A.
Multifamily Residential		24’/35’ (1)	5’/8’	18’ (2)
Commercial/Public Land (4)(5)	12’/18’	24’/35’ (1)	8’/N.A.	18’ (2)
Industrial (6)	12’/18’	24’/35’ (1)	8’/N.A.	18’ (2)

- (1) Driveway widths and throat depths may be varied if no other reasonable alternative exists to accommodate on-site development needs and traffic safety is not impaired.
- (2) Measured from the face of curb to the first stall.
- (3) A driveway serving a single-family or duplex dwelling must be paved from the edge of existing street pavement to the property line and for a distance of at least 18 feet from the property line into the property when abutting a paved street; these driveways may be gravel surfaced for the remainder of their length. A residential driveway abutting an unimproved gravel street may have a gravel surface until the abutting street is paved. Permeable pavement is allowed on a residential driveway consistent with standards in the City’s *Engineering Design Standards and Procedures Manual*.
- (4) Off-street vehicle parking is restricted to approved driveways and parking lots, and is not otherwise allowed between the street and primary building, consistent with Springfield Municipal Code 5.002(11).
- (5) Driveways for commercial uses must be paved for their entire length.
- (6) Driveways for industrial uses must be paved at least up to any employee or customer parking areas.

Table 4.2-3

Curb Return Driveway Design Specifications					
Land Use	Driveway Width(1)		Radius of Curb(2)		Driveway Throat Depth Minimum(3)
	Min.	Max.	Min.	Max.	
Single-family and Duplexes	N.A.	N.A.	N.A.	N.A.	N.A.
Multifamily Residential	24 feet	30 feet	10 feet	20 feet	60 feet
Commercial/ Public Land	24 feet	35 feet	15 feet	35 feet	60 feet
Industrial	24 feet	35 feet	15 feet	35 feet	60 feet

- (1) Wider driveways may be permitted to accommodate traffic demands and/or to improve traffic safety.
- (2) Greater curb radii may be permitted where high volumes of large trucks are anticipated.
- (3) Measured from the face of the curb to the first stall or aisle.

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**Table 4.2-4
Minimum Separations Between a Driveway and the Nearest
Intersection Curb Return on the Same Side of the Street.(1)**

Land Use	Street Type		
	Arterial	Collector	Local
Single-family Residential and Duplexes	200 feet	50 feet	30 feet
Multifamily Residential	200 feet	100 feet	75 feet
Commercial/ Public Land	200 feet	100 feet	75 feet
Industrial	200 feet	200 feet	150 feet

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

4.2-130 Vision Clearance is retitled **Vision Clearance Area** and is amended to read as follows:

- A. All lots or parcels must maintain a Vision Clearance Area to provide adequate sight distance for approaching traffic. Vision clearance areas must be shown on Site Plans for applicable land use applications.
- B. No screens, plantings, or other physical obstructions are permitted between 2 ½ and 8 feet above the established height of the curb in the Vision Clearance Area.

EXCEPTION: Items associated with utilities or publicly-owned structures – for example, poles, and signs, and existing street trees – may be permitted.
- C. The Vision Clearance Area must be in the shape of a triangle. Two sides of the triangle must be property lines or a property line and edge of driveway for a distance specified in this Subsection. Where the property lines or driveway edge have rounded corners, they are measured by extending them in a straight line to a point of intersection. The third side of the triangle is a line across the corner of the lot or parcel joining the non-intersecting ends of the other 2 sides. The following measurements establish the Vision Clearance Area:

Table 4.2-5

Type of Intersection	Measurement Along Each Property Line
Any Street	20 feet
Any Alley	15 feet
Any Driveway	10 feet

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

4.2-135 Sidewalks is amended to read as follows:

- A. Sidewalks and planter strips abutting public streets shall be located wholly within the public street right-of-way, unless otherwise approved by the Director.
- B. Sidewalks shall be designed, constructed, replaced or repaired as specified in the City's *Engineering Design Standards and Procedures Manual*, the Development & Public Works Standard Construction Specifications and the Springfield Municipal Code.
- C. Concrete sidewalks must be provided according to Section 4.2-105.C, Table 4.2-1, and the following criteria:
 - 1. Sidewalks must conform to the existing or planned street grades.
 - 2. Sidewalks must conform to current ADA standards.
 - 3. Sidewalks must be separated from the curb by the planting strip, except when necessary for connectivity, safety, or to comply with street design requirements, and subject to approval by the Director.
 - 4. New sidewalk width and type must be consistent with existing sidewalk design in the same block, but must physically transition to comply with current sidewalk standards as determined by the Director. When replacing damaged sidewalk, new sidewalk must be located in the same position as the existing sidewalk.
 - 5. Facilities including, but not limited to, mail boxes, water meters, valves, junction boxes, manholes, utility poles, trees, benches, fire hydrants, signs, and bus stops must not be located within the sidewalk, and must be removed or relocated prior to the construction or reconstruction of the sidewalk, unless otherwise approved by the City Engineer. If facilities remain, there must be at least 5 feet of unobstructed width on arterial class streets and 4 feet on all other streets.
- D. Planter strips are required as part of sidewalk construction. Planter strips must be at least 4.5 feet wide (as measured from the back of curb to the edge of the sidewalk) and long enough to allow the street tree to survive. Planter strips must have approved landscaping consisting of street trees and ground cover allowed per the City's *Engineering Design Standards and Procedures Manual*. Tree wells set in concrete or sidewalk areas must be a minimum of four (4) feet by four (4) feet. Concrete, asphalt or other impermeable pavement are not allowed to substitute for landscaping within planter strips.

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

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- E. Maintenance of sidewalks is the continuing obligation of the abutting property owner.

4.2-140 Street Trees is amended to read as follows:

Street trees are those trees required within the public right-of-way. The primary purpose of street trees is to create a streetscape that benefits from the aesthetic and environmental qualities of an extensive tree canopy along the public street system. Street trees are attractive amenities that improve the appearance of the community, provide shade and visual interest, and enhance the pedestrian environment. Street trees also improve air quality, reduce stormwater runoff, and moderate the micro-climate impacts of heat absorbed by paved surfaces. Street trees may be located within a planter strip or within individual tree wells in a sidewalk, round-about, or median.

EXCEPTION: In order to meet street tree requirements where there is no planter strip and street trees cannot be planted within the public right-of-way, trees shall be planted in the required front yard or street side yard setback of private property as specified in the applicable zoning district.

- A. **New Street Trees.** New street trees shall be at least 2 inches in caliper. New street trees shall be selected from the City Street Tree List and installed as specified in the City's *Engineering Design Standards and Procedures Manual*. The Director shall determine which species are permitted or prohibited street trees.

- B. **Existing Street Trees.**

1. **Street Tree Retention Standards.** Existing trees may meet the requirement for street trees (i.e., trees on the City Street Tree List specified in the City's *Engineering and Design Standards and Procedures Manual* with a minimum caliper of 2 inches) if excavation or filling for proposed development is minimized within the dripline of the tree. Sidewalks of variable width, elevation, and direction may be used to save existing trees, subject to approval by the Director.

Existing street trees shall be retained as specified in the *Engineering Design Standards and Procedures Manual*, unless approved for removal as a condition of Development Approval or in conjunction with a street construction project.

2. **Street Tree Removal Standards.**
- a. City removal of existing street trees within the public right-of-way is exempt from the tree felling regulations specified in Section 5.19-100.
 - b. Existing street trees on private property cannot be removed without prior authorization by the Director. Removal of 5 or more street trees on private property is subject to the tree felling standards specified in Section 5.19-100.
 - c. Existing street trees on private property must not be removed to accommodate additional or expanded driveways.

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3. Street Tree Replacement Standards. Where possible, any street tree proposed to be removed shall be replaced with a tree at least 2 inches in caliper.
 - a. It is the responsibility of the City to plant any replacement tree within the public right-of-way.
 - a. It is the responsibility of the property owner to plant any replacement street tree on private property, either as a condition of a Tree Felling Permit or when the property owner removes a street tree on private property without the City's authorization. Any replacement street tree shall meet the standards specified in Subsection A, above.
 - b. Whenever the property owner removes a street tree within the public right-of-way without the City's authorization, that person is responsible for reimbursing the City for the full value of the removed tree, to include replanting and watering during the 2-year tree establishment period.
- C. Street Tree Maintenance Responsibility.
 1. Maintenance of street trees in the public right-of-way shall be performed by the City.
 2. Maintenance of street trees on private property shall be performed by the property owner.
 3. Removal of street trees on private or public property does not constitute maintenance. Any removal of street trees on private property is subject to prior approval by the City as specified in Section 4.2-140B.2.b. above.

4.2-145 Street Lighting is retitled **Lighting Standards** and amended to read as follows:

Lighting design and placement for streets, paths, and accessways must conform to the following design standards and the Development & Public Works Standard Construction Specifications:

- A. Lighting must be included with all new developments or redevelopment. Existing lighting must be upgraded to current standards with all new developments or redevelopment. The developer is responsible for lighting material and installation costs.
- B. Upon approval by the Director, a developer may install decorative lights, as may be permitted in this section and in the Development & Public Works Standard Construction Specifications.
- C. Design Standards.
 1. Lighting must comply with Illuminating Engineering Society, American National Standards Practice for Roadway Lighting – RP-8-14 and applicable National Electrical Safety Code (NESC) and National Electrical Code (NEC) standards.
 2. Intersections must be illuminated to a level equal to the sum of the average required illuminance of the two intersecting streets.

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3. Mid-block crosswalks that are approved by the City Traffic Engineer must have two times the illumination required for the street.
4. Decorative poles with City-approved LED fixtures and lighting controls must be used on all streets within the Nodal Development Overlay District and where any refinement plan or plan district requires decorative lighting. Decorative poles may be used on streets, paths, and accessways in any other zone at the option of the developer as approved by the Director.
5. City-approved LED fixtures and lighting controls must be used when lighting is required along multi-use paths and accessways.
6. Roadway style poles and “cobra head” fixtures with City-approved LED fixtures and lighting controls must be used along streets in all other locations.
7. When roadway style poles are used on arterial and collector streets in any zone other than residential, they must be steel or aluminum. When roadway style poles are used on local and collector streets in residential zones, they must be fiberglass, steel, or aluminum.
8. Where lot frontages are 80 feet or less, poles must be located at property lines unless approved by the Director.
9. The weak point illumination must not be less than 0.1 foot candles.
10. Roadway style poles set behind sidewalks must have eight (8) foot arm length. Roadway style poles set between curb and sidewalk or where no sidewalk exists must have six (6) foot arm length.
11. Pole handholes must be used instead of junction boxes where feasible. Junction boxes for street lighting must only be utilized for street crossings or where necessary to comply with electrical code standards cited above.
12. Pole Height.
 - a. Lights on arterial and collector streets outside of a residential zone must have a 35-foot fixture mounting height.
 - b. Lights on local streets with a curb-to-curb width of 28 feet or greater and collectors within residential zones must have a 30-foot fixture mounting height.
 - c. Lights on local streets with a curb-to-curb width of less than 28 feet must have a 20-foot fixture mounting height.
 - d. Decorative poles must be 12 feet tall, except that 16-foot tall decorative poles may be approved by the Director when the required illumination levels cannot be achieved with 12-foot tall decorative poles.

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- e. Lighting on local streets must be installed on the same side of the street and on the side of the street first constructed, except where necessary to be consistent with the existing lighting design and placement.
- f. Light poles must not be placed on the outside of curves with less than a 1000-foot radius.

4.2-150 Bikeways is retitled **Multi-Use Paths** and amended to read as follows:

- A. Development abutting an existing or proposed multi-use path identified in the Springfield Transportation System Plan (including the Conceptual Street Map), City-adopted bicycle and pedestrian plan, or the adopted Willamalane Park and Recreation District Comprehensive Plan must include provisions for the extension of the multi-use path through the development area by the dedication of public easements or rights-of-way. The developer bears the cost of multi-use path improvements.
- B. Multi-use paths that are dedicated as right-of-way or in a public easement must conform to the Oregon Bicycle and Pedestrian Plan, the Oregon Bike and Pedestrian Design Guidelines, AASHTO guidelines, this Code, and the City's *Engineering Design Standards and Procedures Manual*.
- C. The right-of-way or easement area for a multi-use path must include a minimum paved area of 10 feet, a minimum clear zone of 2 feet on both sides of the path, and any additional width necessary to accommodate lighting required under this section.
- D. Where a multi-use path runs parallel and adjacent to a public street, the multi-use path must be separated from the edge of the street by a width of at least 5 feet or by a physical barrier that meets the standards in the Oregon Bike and Pedestrian Design Guidelines, AASHTO guidelines, or the National Association of City Transportation Officials Urban Bikeway Design Guide.
- E. Lighting for multi-use paths must be installed according to the standards in Section 4.2-145. Lighting must not obstruct the paved surface or 2-foot clear area on either side. All lighting must be installed within the right-of-way or public easement area.

4.2-155 Pedestrian Trails is deleted.

4.2-160 Accessways is amended to read as follows:

- A. Accessways allow pedestrians and bicyclists convenient linkages to adjacent streets, residential areas, neighborhood activity centers, industrial or commercial centers, transit facilities, parks, schools, open space, or trails and paths where no public street access exists. Accessways may also be used as a secondary emergency access. Accessways must be dedicated as public right-of-way during the development review process.

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

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- B.** Accessways must comply with the following design standards:
- 1.** Where an accessway is proposed for only bicycle and/or pedestrian travel, the right-of-way must be 12 feet wide, with a 10-foot wide paved surface of either asphalt concrete or Portland Cement concrete. Light standards may be installed within travel path, as long as a minimum 8-foot wide clear path is maintained.
 - 2.** Where an accessway is proposed as a secondary access for emergency vehicles or in combination with bicycle and/or pedestrian travel, the right-of-way must be a minimum of 24 feet wide; consisting of a 12-foot wide area paved with either asphalt concrete or Portland Cement concrete and two additional 4-foot wide areas on both sides that are turf block, grass-crete, or other similar permeable material approved by the Director on a base of gravel capable of supporting fire equipment weighing 80,000 pounds. Light standards must be installed outside the 20-foot travel path, but within the public right-of-way.
 - 3.** Illumination for accessways must be installed in accordance with Section 4.2-145.
- C.** The Director may require improvements to existing unimproved accessways on properties abutting and adjacent to the property proposed to be developed. Where possible, the improvements to unimproved accessways shall continue to the closest public street or developed accessway. The developer shall bear the cost of accessway improvements, unless other property owners are benefited. In this case, other equitable means of cost distribution may be approved by the City. Where possible, accessways may also be employed to accommodate public utilities.

Section 4.6-100 Vehicle Parking, Loading and Bicycle Parking Standards is renamed **Motor Vehicle Parking, Loading and Bicycle Parking Standards**

4.6-110 Vehicle Parking—General is retitled **Motor Vehicle Parking—General** and is amended to read as follows:

- A.** Off-street parking spaces shall be provided, consistent with requirements in Section 4.6-125, Table 4.6-2, unless excepted as allowed herein, for:
- 1.** All new construction and expansion of multiple family residential, commercial, industrial and public and semi-public uses. If an existing development is expanded, new parking spaces shall be provided in proportion to the increase only.
 - 2.** Changes in use or the use category of an existing building or structure.
- B.** If parking has been provided to serve an existing use, the number of parking spaces cannot be reduced if the result would be fewer spaces than required by this Section, except as parking reductions are allowed below and under Special Provisions to Table 4.6-2.

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- C.** Parking reductions under Sections 4.6-110.H-L and Special Provisions to Table 4.6-2 shall not reduce the number of ADA parking spaces required in accordance with the minimum parking in Table 4.6-2 or under Section 4.6-110.M.
- D.** Required parking spaces shall be available for the parking of passenger vehicles of residents, customers, patrons, visitors, and employees only, and shall not be used for outdoor displays, storage of vehicles, equipment, or materials. Parking for company motor vehicles that remain on the premises overnight, or enclosures designed for the temporary collection of shopping carts, must be provided in addition to the number of parking spaces required by this Section.
- E.** Unless joint use of parking facilities is requested as may be permitted in Subsection E. below, the total requirement for off-street parking spaces is the sum of the requirements for all uses. If the total number of required parking spaces results in a fraction, the fraction shall be rounded up to the next whole number. Off-street parking facilities for one use shall not be considered as providing parking facilities for any other use, unless as may be permitted in Subsection F., below.
- F.** The Director, upon application by all involved property owners, may authorize joint use of parking facilities, provided that:
- 1.** The applicant shall demonstrate that there is no substantial conflict in the principal operating hours of the buildings or uses for which the joint use of parking facilities is proposed; and
 - 2.** The parties concerned in the joint use of off-street parking facilities shall provide evidence of agreement for the joint use by a legal instrument approved by the City Attorney. An agreement for joint use of parking facilities shall provide for continuing maintenance of jointly used parking facilities;
 - 3.** The agreement shall be recorded at Lane County Deeds and Records at the applicant's expense.
- G.** When on-street parking is available directly abutting the property and there are no adopted plans to remove the on-street parking, parking spaces in a public right-of-way directly abutting the development area may be counted as fulfilling a part of the parking requirements for a development as follows: For each 18 feet of available on-street parking, there will be 1/2 space credit toward the required amount of off-street parking spaces. The developer is responsible for marking any on-street spaces.
- H.** Motor Vehicle Parking Space Reduction Credit for Additional Bicycle Parking. Additional bicycle parking beyond the minimum amount required in Table 4.6-3 that complies with the bike parking standards in Sections 4.6-145 and 4.6-150 may substitute up to 20 percent of off-street motor vehicle parking otherwise required in Table 4.6-2. For every two (2) non-required bicycle parking spaces that meet the short or long term bicycle parking standards specified in Table 4.6-3, the motor vehicle parking requirement is reduced by one (1) space. When existing parking converted to bicycle parking under this subsection results in surplus motor vehicle parking spaces, the surplus parking may be converted to another use in conformance with the requirements of this Code.
- I.** Motor Vehicle Parking Space Reduction Credit for Frequent Transit Corridors – Abutting Sites. Development sites abutting an existing or proposed Frequent Transit Corridor may request a reduction of up to 15 percent from minimum off-street motor vehicle parking required in Table 4.6-2.

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- J.** Motor Vehicle Parking Space Reduction Credit for Frequent Transit Corridors – Nearby Sites. Development sites not abutting but within 1/4-mile of an existing or proposed Frequent Transit Corridor may request a reduction of up to 10 percent from minimum off-street motor vehicle parking required in Table 4.6-2.
- K.** Reduction Credit for ADA Improvements for Frequent Transit Corridors. Development sites abutting or within ¼-mile of an existing or proposed Frequent Transit Corridor may receive a reduction of up to 10 percent from the minimum off-street motor vehicle parking required in Table 4.6-2 in exchange for contribution to the City for ADA improvements in the public right-of-way. The required contribution will be equal to the Base Curb Ramp Fee multiplied by each set of four parking spaces to be reduced, rounded up to the next whole number (e.g. one Base Curb Ramp Fee for 1-4 parking spaces reduced, double the Base Curb Ramp Fee for 5-8 parking spaces reduced, etc.). The Base Curb Ramp Fee must be set by Council resolution and must be approximately the cost of constructing one ADA-compliant curb ramp. Nothing in this subsection waives or alters any requirement for a developer to construct or provide on-site or off-site ADA improvements.
- L.** Outside of the Downtown Exception Area and Glenwood Riverfront Mixed-Use Plan District, a cumulative maximum reduction of 20 percent of the minimum off-street parking required in Table 4.6-2 may be applied using the credits, allowances, and exceptions to minimum parking requirements established in this Code.
- M.** Right Size Parking Alternative – Minimum. The Approval Authority may authorize an alternative parking standard that is less than the minimum off-street parking standard in Section 4.6-125, including reductions in excess of the cumulative maximum reduction specified in Section 4.6-110.K. above. The alternative parking standard must be one of the following:
- 1.** The average peak period parking demand identified for the use in the current version of the Institute of Transportation Engineers (ITE) Parking Manual, for the day(s) of the week with the highest parking demand; or
 - 2.** The peak parking demand identified by the applicant and supported by information that a reasonable person would rely upon as determined by the Approval Authority. This information may include, but is not limited to, transportation demand management or a parking study for a similar development.
- N.** Right Size Parking Alternative – Maximum. The Approval Authority may authorize an alternative parking standard that is more than 125% of the minimum off-street parking standard in Section 4.6-125. The alternative parking standard must be the peak parking demand identified by a parking generation study conducted according to the ITE Manual of Transportation Engineering Studies and prepared by a licensed engineer.

4.6-115 Vehicle Parking—Parking Lot Design is retitled **Motor Vehicle Parking—Parking Lot Design** and is amended to read as follows:

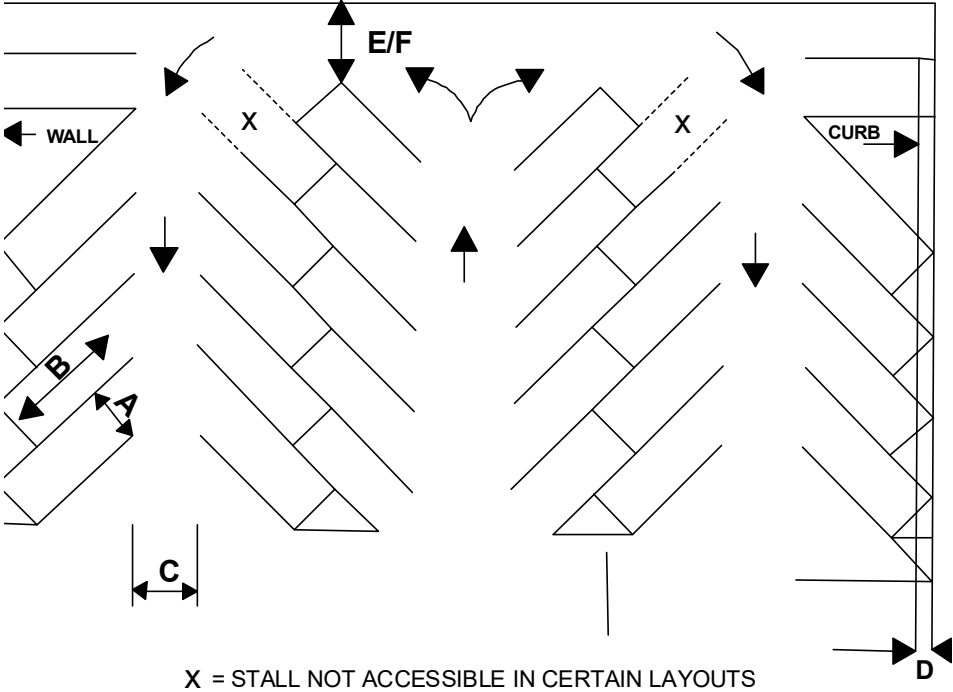
All off-street parking areas shall comply with the following dimensional standards:

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Table 4.6-1

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle			
		0	45	60	90
Stall width, standard	A	9.0	9.0	9.0	9.0
Stall width, compact	A	8.0	8.0	8.0	8.0
Stall length, standard	B	24.0	18.0	18.0	18.0
Stall length, compact	B	22.0	16.0	16.0	16.0
Aisle width between stall lines	C	12.0	12.0	16.0	24.0
Bumper overhang (typical)	D	0.0	1.5	1.8	2.0
Cross-aisle, 1-way	E	16.0	16.0	16.0	16.0
Cross-aisle, 2-way	F	24.0	24.0	24.0	24.0

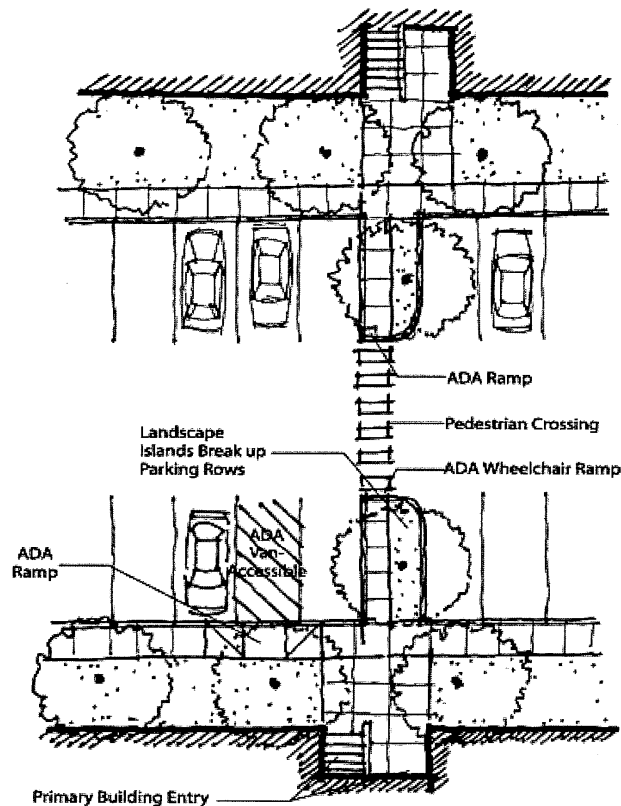
Figure 4.6A
Parking Lot Design



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Figure 4.6A

Parking Lot Design



4.6-120 Vehicle Parking – Parking Lot Improvements is retitled **Motor Vehicle Parking – Parking Lot Improvements** and is amended to read as follows:

All parking areas shall conform to the setback, vision clearance, planting and screening provisions of this Code and shall be completed prior to occupancy. Required parking spaces shall be improved as follows:

- A. All parking lots, bays, and spaces must have a durable, dust free surfacing of Asphaltic concrete, Portland cement concrete or other materials as approved by the City Engineer. Permeable pavement meeting standards in the City's *Engineering Design Standards and Procedures Manual* may be allowed by the City Engineer for parking areas and driveways. Parking lot surfacing shall not encroach upon the public right-of-way.
- B. Adequate drainage improvements shall be provided to manage all on-site run-off. Provisions shall be made for the on-site collection of drainage waters to eliminate sheet flow onto sidewalks, public rights-of-way, and abutting private property. All drainage systems shall be approved by the City Engineer.
- C. All parking spaces fronting a sidewalk, alley, street, landscaped area or structure shall be provided with a secured wheel bumper or linear curb not less than 6 inches in height to be set back from the front of the

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stall a minimum of 2 feet to allow for vehicle encroachment. Wheel bumpers shall be a minimum of 6 feet in length. Curbs shall be constructed in conformance with the Standard Construction Specifications.

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

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

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

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

- F.** Not more than 30 percent of the total parking spaces in a parking lot may be designated for compact cars, unless a greater percentage is authorized by the Director based on substantial evidence that greater than 30 percent of the total parking spaces is appropriate for the use. These spaces shall be signed and/or the space painted with the words "Compact Car Only."

- G.** Parking Spaces for People with Disabilities.

- 1.** Parking spaces for people with disabilities and accessible passenger loading zones that serve a particular building shall be located as close as possible to a building entrance.
- 2.** The number and dimensions of parking spaces for people with disabilities shall be as specified in Section 1106 of the Oregon Structural Specialty Code.

4.6-125 Vehicle Parking – Parking Space Requirements is retitled **Motor Vehicle Parking – Parking Space Requirements** and is amended to read as follows:

- A.** Table 4.6-2 establishes minimum off-street parking standards according to use, which apply to that use in any zoning district.
- B.** The minimum parking standard for any use not specified in Table 4.6-2 is the average peak period parking demand identified for that use in the current version of the ITE Parking Manual, for the day(s) of the week with the highest parking demand.
- C.** The maximum off-street parking standard for any use that is not a residential use is 125 percent of the minimum off-street parking standard. There is no maximum off-street parking standard for residential uses.
- D.** Parking standards established in Table 4.6-2 may be modified as provided in Section 4.6-110.

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Table 4.6-2

Use	Minimum Parking Standard
Residential Uses	
Single family (attached and detached) and duplex dwellings	1 space for each dwelling when paved on street parking is available directly abutting the property and there are no adopted plans to remove the on-street parking. 2 spaces for each dwelling when no paved on street parking in available directly abutting the property or when the existing on street parking is planned to be removed as part of an adopted plan.
Multi family dwellings	1 space for each dwelling unit
Group care facilities	0.25 space for each bedroom or dwelling unit plus 1 per full time employee on the busiest shift.
Boarding and rooming houses (see SDC 4.7-215)	One-half of an additional parking space for each boarding room in addition to any parking for a primary use.
Commercial/Industrial Uses	
Child care center	1 space for each 350 square feet of gross area, plus one drop off space for each 700 square feet of gross floor area.
Hotel/motel or bed and breakfast facilities	1 space plus 1 space for each guest room
Eating and drinking establishments	1 space for each 100 square feet of gross floor area.
Retail trade and services (including shopping centers)	1 space for every 300 square feet of gross floor area.
Manufacture and assembly, and other primary industrial uses. Includes warehousing.	1 space for each 1000 square feet of gross floor area
Warehouse commercial sales (including bulky merchandise)	1 space for each 600 square feet of gross floor area.
Public and Institutional Uses	
Educational facilities	2 space for each classroom, plus 1 for each 100 square feet of the largest public assembly area.
Public utility facility	None, unless utility vehicles will be parked overnight.
Recreational facilities, and religious, social and public institutions	1 space for each 100 square feet of floor area in the primary assembly area and 1 for each 200 square feet of gross floor area for the remainder of the building.
Transportation facilities	1 space for each 300 square feet of gross floor area not including vehicle storage areas.

Special Provisions:

- A. Downtown Exception Area. Within the Downtown Exception Area, all lots/parcels and uses are exempt from the minimum off-street parking space requirements of this Section. However, if the Director determines there is a need for off-street parking, the Director may require an Institute of Transportation Engineering (ITE) Parking Generation Report to determine the off-street parking requirements.
- B. Commercial Districts.
 1. Parking lots in the Neighborhood Commercial (NC) District shall be designed so that every seventh space is developed as a landscaped separator between spaces. NC developments that

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require more than 25 parking spaces shall locate half of all the required spaces over 25 behind proposed buildings.

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

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

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

- C. Light-Medium Industrial (LMI), Heavy Industrial (HI), and Special Heavy Industrial (SHI) Districts. In addition to reductions permitted in accordance with the provisions of Section 4.6-110, parking spaces may be reduced in LMI, HI, or SHI zoning districts on a 1-for-1 basis when the number of spaces required is more than the number of employees working on the busiest shift, provided that a landscaped area equal to the total number of spaces reduced shall be held in reserve for future use.

- D. Campus Industrial (CI) District.

1. To the greatest extent practicable, parking shall be located behind buildings, internal to development or to the side of a building.

EXCEPTIONS:

- a. The number of required parking spaces for uses not shown in Table 4.6-2 shall be determined based upon standards for similar uses.
 - b. Parking spaces may be reduced on a 1-for-1 basis when the number of spaces required is more than the shift with the largest number of employees, provided that a landscaped area equal to the total number of spaces reduced is held in reserve for future use.
2. An additional 5 percent of impermeable surface may be allowed in cases where all parking on a lot/parcel is screened by earthen berms with an average height of 3 feet (measured from the finished grade of the edge of the parking lot), sunken below grade an average depth of 3 feet (measured from the finished grade of the edge of the parking lot to the finished grade of the adjacent berm or landscaped area), or both.
 3. Truck parking for vehicles necessary for the operation of the facility may be located either:
 - a. Within an enclosed building; or
 - b. Outside of a building if the following standards are met and shall:
 - i. Be prohibited in all front and street-side yards;
 - ii. Meet the building setback standards specified in Section 3.2-420; and
 - iii. Be screened as specified in Section 3.2-445.

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- E. Medical Services District. Motor vehicle parking standards shall be determined based upon standards for similar uses in Table 4.6-2 and upon the required Traffic Study.
- F. Public Land and Open Space District. Motor vehicle parking standards shall be determined based upon standards for similar uses in Table 4.6-2. Uses not listed shall require a Parking Study.
- G. Mixed Use Districts.
 - 1. Nonresidential Requirements. Off-street surface parking must meet the minimum parking requirement for the various commercial and industrial uses in Table 4.6-2 unless reduced under applicable provisions in this Code.
 - 2. Residential Requirements. Minimum off-street parking standards for residential uses must comply with the standards specified in Table 4.6-2 unless reduced under applicable provisions in this Code.

4.6-140 Bicycle Parking—Purpose and Applicability is amended to read as follows:

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

4.6-145 Bicycle Parking—Facility Design is amended to read as follows:

- A. Required bicycle parking spaces and facilities must be a powder coated staple or inverted-U rack as shown in Figure 4.6-B. Alternatively, the required bicycle parking spaces must fulfill the criteria for quality bicycle parking, which are as follows:
 - 1. Supports the bicycle frame in a stable position without damage to wheels, frames, or components and provides two points of contact;
 - 2. Allows locking of the frame and one or both wheels with a U-lock;
 - 3. Is securely anchored to the ground or to a structure;
 - 4. Resists cutting, rusting, bending, or deformation, both from natural causes and from human abuse;
 - 5. Powder coated or durable, non-scratching surface; and

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- 6.** Works well for a variety of bicycle frame types (e.g. should work for step-through frame as well as diamond frame, children’s bicycles as well as adult bicycles, recumbent as well as other styles of adaptive bicycles).

- B.** Required bicycle parking spaces and facilities must be constructed and installed in accordance with Section 4.6-150 and Figures 4.6-B and 4.6-C. Bicycle parking must be provided at ground level unless an elevator with clear bicycle wayfinding signage is easily accessible and directs users to an approved bicycle storage area. Each required bicycle parking space must be accessible without removing another bicycle.

- C.** All required long-term bicycle parking spaces must be sheltered from precipitation and include lighting.

- D.** Short-term bicycle parking must be sheltered as follows:
 - 1.** If 10 or fewer short-term bicycle parking spaces are required, no shelter is required for short-term bicycle parking.

 - 2.** If more than 10 short-term bicycle parking spaces are required, at least 50 percent of the short-term bicycle parking spaces in excess of 10 must be sheltered.

 - 3.** Shelters must have a minimum 7-foot overhead clearance and must completely cover the bicycle parking rack and any bicycles that are parked in the way the rack was designed to be used.

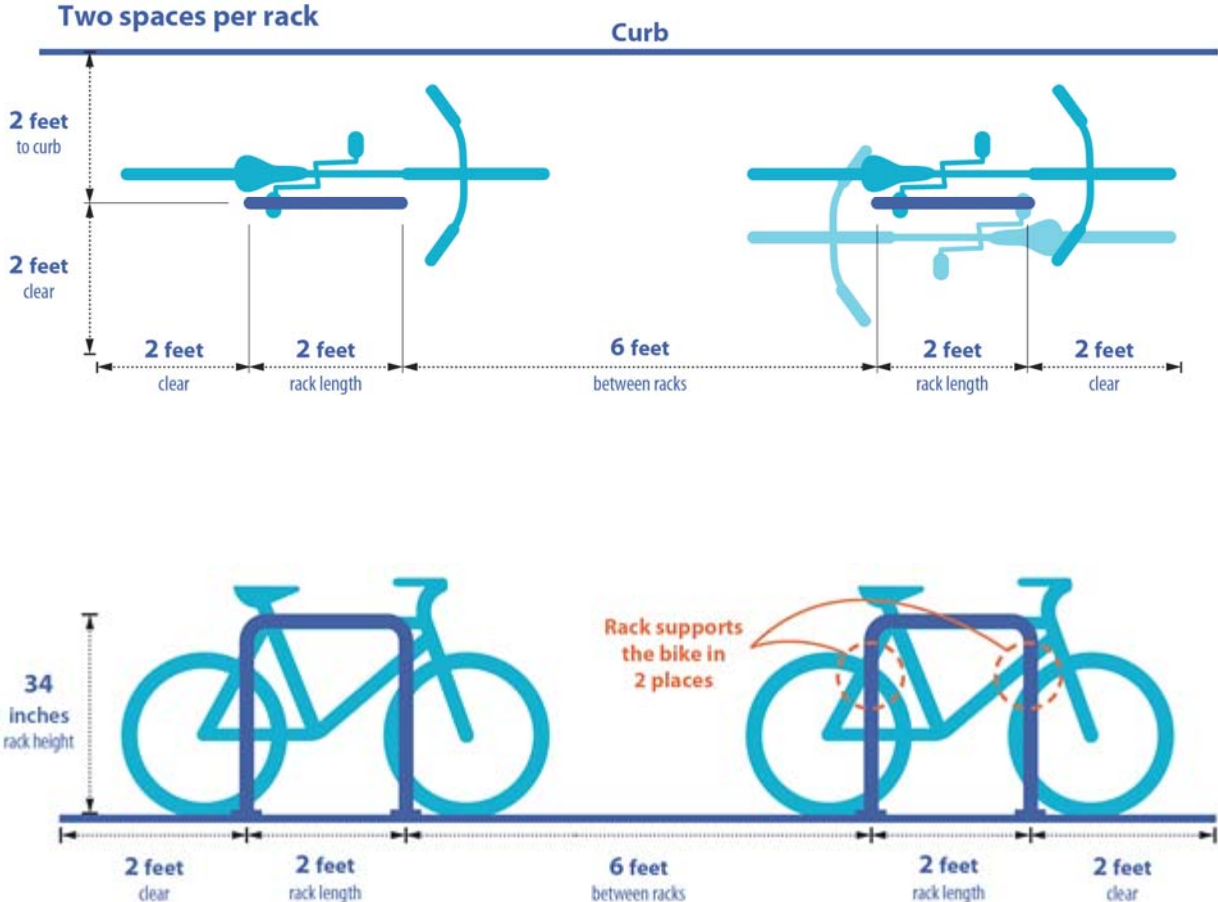
- E.** Bicycle parking that accommodates oversized bicycles and alternative bicycle types must be provided as follows:
 - 1.** Each oversized bicycle parking space must provide minimum clear area of 4 feet by 8 feet as shown in Figure 4.6-C.

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

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

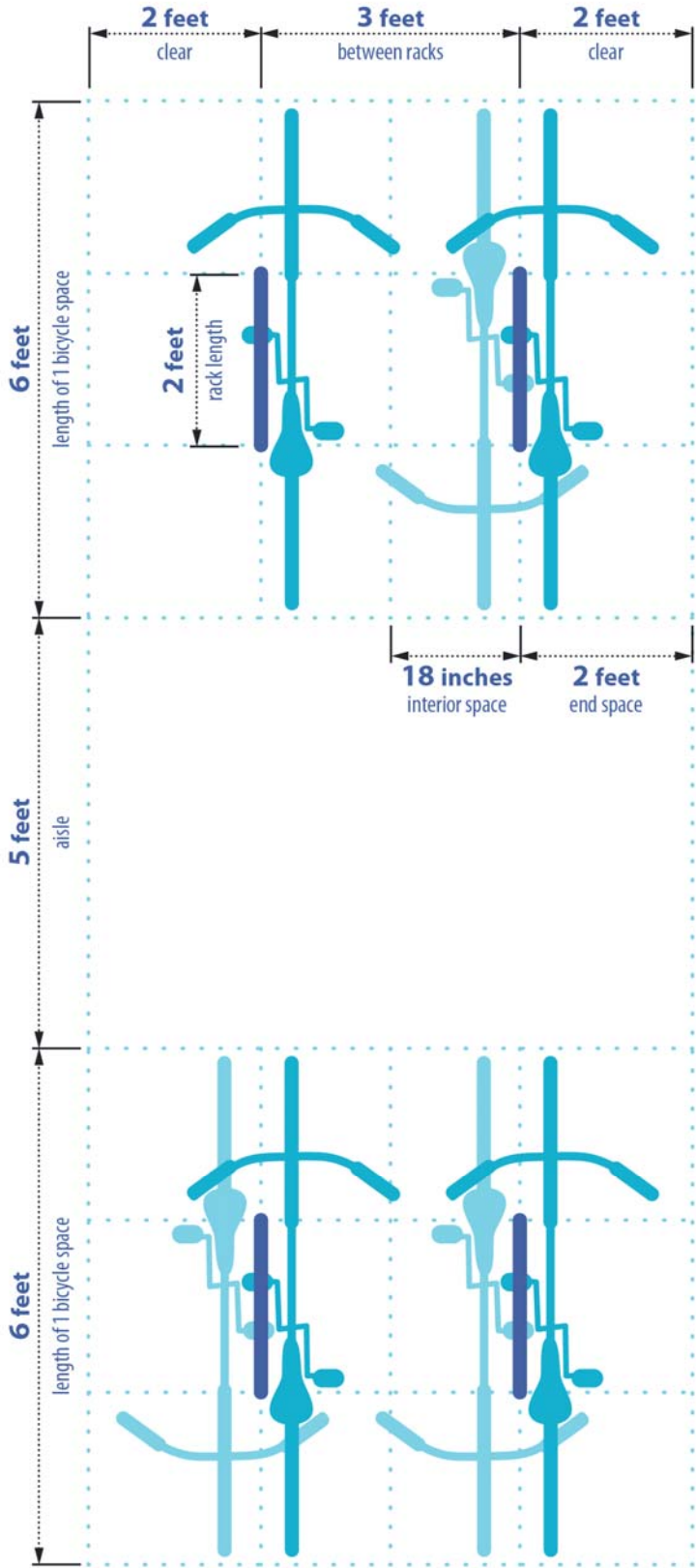
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Figure 4.6-B



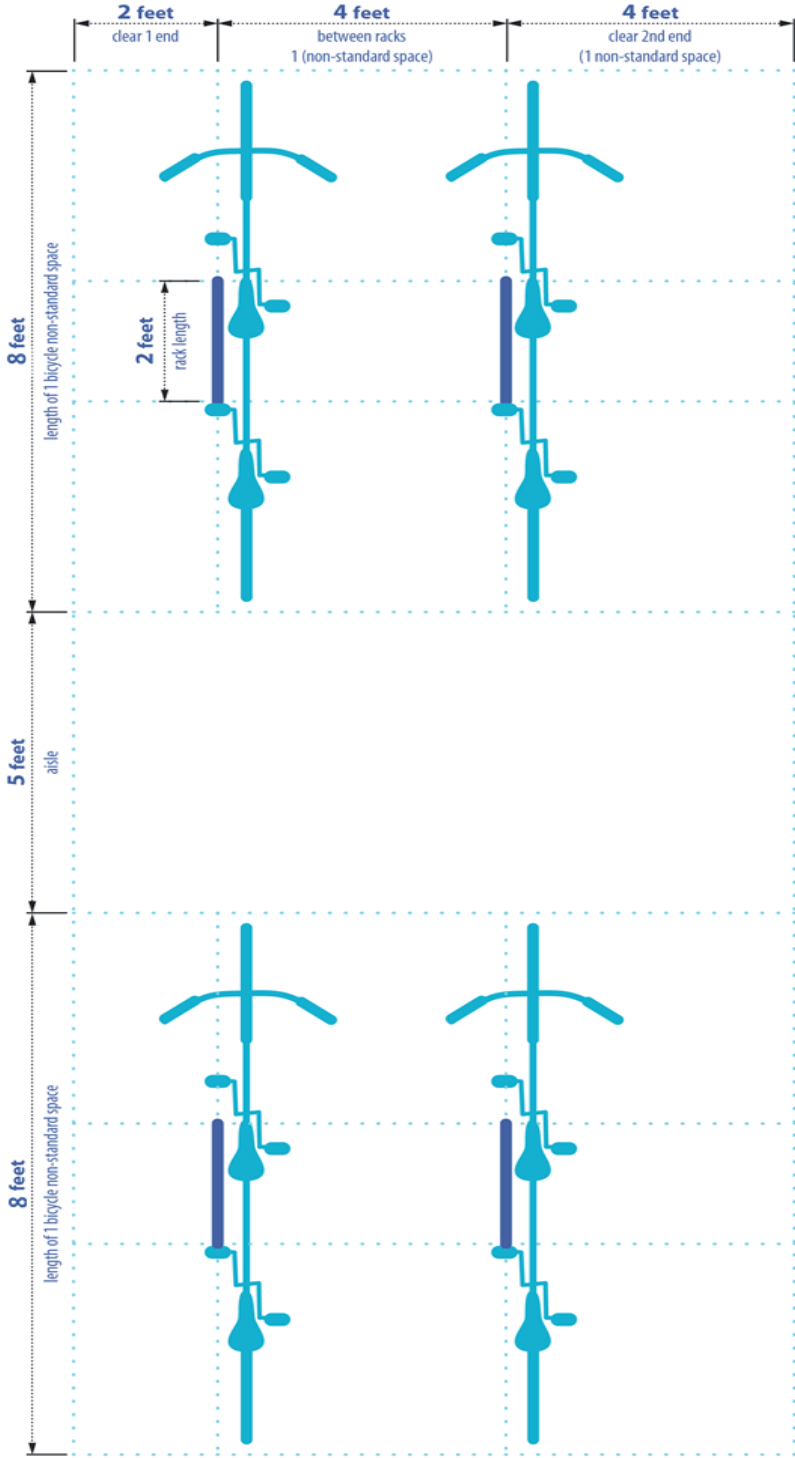
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Two spaces per rack



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Figure 4.6-C



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4.6-150 Bicycle Parking—Facility Improvements is amended to read as follows:

- A.** Bicycle Parking Location and Security.
1. Bicycle parking racks, shelters, or lockers must be securely anchored to the ground or to a structure.
 2. Exterior long-term bicycle parking must be located within 200 feet from the main building entrance, primary point of entry to the use, or employee entrance.
 3. Exterior short-term bicycle parking must:
 - a. Be located no further than fifty (50) feet from the main building entrance or primary point of entry to the use, as determined by the City, but not further away than the closest on-site automobile parking space excluding designated accessible parking spaces, whichever distance is less; and
 - b. Be clearly visible from the main building entrance or primary point of entry to the use.
 4. Bicycle parking shall be separated from motor vehicle parking by a barrier, curb, or sufficient distance to prevent damage to parked bicycles.
 5. Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, signs shall be provided to direct bicyclists to the parking. Directions to sheltered facilities inside a structure may be signed or supplied by the employer, as appropriate. Short-term parking shall be made available to the general public.
 6. Bicycle parking may be located inside a building on a floor, which has an outdoor entrance open for use, and which does not require stairs to access the space.

EXCEPTION: The Director may allow bicycle parking on upper stories within multi-story residential buildings.
 7. Bicycle parking and bicycle racks must be located to avoid conflict with pedestrian movement and access. Direct access from bicycle parking spaces to the public right-of-way must be provided by at-grade or ramp access. Pedestrian access must be provided from the bicycle parking area to the building entrance. Bicycle parking may be located in the public sidewalk or right-of-way where there is a minimum 5 feet between the parked bicycle and the storefront and does not conflict with pedestrian accessibility.
 8. For multifamily dwellings with required bike parking, requirements may be met through the provision of individual garages or storage units. For housing relying on a common garage and without storage units, bicycle racks shall be provided in the garage.
- B.** Employers with changing rooms and shower facilities or other additional amenities may be eligible for a 10 percent reduction of Transportation System Development Charges if the Director determines that those facilities encourage bicycling or other active modes of transportation by employees or patrons.

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4.6-155 Bicycle Parking—Number of Spaces Required is amended to read as follows:

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

Table 4.6-3 Minimum Required Bicycle Parking Spaces

Use Category	Specific Uses	Number of Required Spaces	Long and Short Term Bicycle Parking Percentages
Residential	Single-family and duplexes	0	N/A
	Triplex, four-plex, and multi-family	1 per dwelling unit	75% long term 25% short term
	Dormitories	1 space per every 3 occupants	50% long term 50% short term
	Assisted care and day cares	1 per 5 employees	75% long term 25% short term
	Other Residential Uses	1 per dwelling unit	50% long term 50% short term
Commercial	General Retail	1 per 3000 square feet of floor area	25% long term 75% short term
	Eating and Drinking Establishments	1 per 600 square feet of floor area	25% long term 75% short term
	Service Establishments	1 per 2000 square feet of floor area	25% long term 75% short term
	Art Institution/Gallery	1 per 1500 square feet of floor area	25% long term 75% short term
	Drive-through Only Establishments	2 for employee parking (minimum of 4 does not apply)	100% long term
	Lodging	1 per 10 rentable rooms	75% long term 25% short term
	Office, including Medical Offices and Clinics	0.75 per 5000 square feet of floor area	75% long term 25% short term
	Industrial and Wholesale	0.25 per employee OR 1 per 4000 square feet of floor area, whichever is less	75% long term 25% short term
	Institutional	Government related uses	1 per 3000 square feet of floor area
Schools (elementary through high school)		1 per 10 students based on planned capacity	25% long term 75% short term

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	Parks and playgrounds	8 per park or playground	100% short term
	Recreation, Amusement, and Entertainment Facilities	1 per 1000 square feet of floor area	25% long term 75% short term
	Universities/Colleges	1 per 5 full time students	25% long term 75% short term
	Hospitals and Medical Centers	1 per 3000 square feet of floor area	75% long term 25% short term
	Religious Institutions and Places of Worship	1 per 20 seats or 40 feet of bench length (fixed seating) or 1 per 500 square feet of floor area (no fixed seating)	100% short term
Transportation-Related	Structured Parking	10% of the number of vehicle parking spaces provided	75% long term 25% short term
	Transit Station	10% of the number of vehicle parking spaces provided (if no vehicle parking is provided, the minimum of 4 applies)	50% long term 50% short term
	Transit Park & Ride	10% of the number of vehicle parking spaces provided	50% long term 50% short term

4.7-120 Bed and Breakfast Facilities is amended to read as follows:

- A. Bed and Breakfast facilities may be located on local, collector, or arterial streets. All Bed and Breakfast facilities proposed to be located on local streets are subject to Discretionary Use approval as specified in Section 5.9-100.
- B. The facility shall be owner-occupied.
- C. There shall be no more than 4 guest bedrooms.
- D. No guest parking is permitted within the front yard setback. Required guest parking shall be screened from public view.
- E. For structures on the Springfield Historic Inventory, any external modification shall be fully compatible with the original design.
- F. A minimum of 25 percent of the lot/parcel shall be landscaped.

4.7-140 Siting Duplexes in All Residential Districts is amended to read as follows:

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

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1. Duplexes on interior lots/parcels approved as part of a Planned Unit Development shall not be considered to be nonconforming uses.
 2. Duplexes on interior lots/parcels approved on property previously zoned Residential Garden (RG) Apartments shall not be considered to be a nonconforming use.
 3. Duplexes on interior lots/parcels that meet the density requirements of this zoning district shall not be considered a nonconforming use.
- C. New Duplexes in the MDR and HDR Districts.**
1. A single duplex shall be permitted on corner lots/parcels as specified in Section 3.2-210. The design standards of Section 4.7-142 shall apply to this category of duplexes.
 2. Where more than 1 duplex is proposed on lots/parcels that are less than 1/2 acre in size and the minimum MDR or HDR density standard for the entire development area can be met, the design standards specified in Section 4.7-142 shall apply to this category of duplexes.
 3. Where more than 1 duplex is proposed on lots/parcels that are 1/2 acre or more and the minimum MDR or HDR density standard for the entire development area can be met, the multifamily design standards specified in Section 3.2-240 shall apply to this category of duplexes.
- D. Partitioning Corner Duplex Lots.** A proposed or existing duplex on a corner lot/parcel in any residential district may be partitioned for the purpose of allowing independent ownership of each dwelling unit, providing the 2 platted parcels meet the minimum area standards for corner duplex parcels specified in Section 3.2-215 and the minimum separation of driveways from the nearest street intersection as specified in Section 4.2-120, Table 4.2-4. In this case, the partition shall meet the land division standards specified in Section 5.12-100 and the following:
1. Utility service to each unit shall be separate.
 2. All walls connecting abutting units shall be fire resistive walls as specified in the Oregon Residential Specialty Code.
 3. The property line separating the 2 units shall have not more than 2 angle points. The angle points shall not occur within the wall between abutting units.

4.7-195 Public/Private Elementary/Middle Schools is amended to read as follows:

- A.** Schools are identified in the Metro Plan or Springfield Comprehensive Plan as key urban services, which shall be provided in an efficient and logical manner to keep pace with demand. Schools may be located in any zone that permits schools. A unique relationship exists between schools and the community, which requires special consideration when applying screening standards. Maintaining clear sight lines for the security and safety of children is desirable and may be achieved through the use of non-opaque fencing and/or landscaping. The standards in Section 5.17-100 are applied only when required to screen

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playground structures, spectator seating facilities, parking, storage yards and trash receptacles or where significant conflicts are determined by the Director.

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

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

2. A maximum of 65 percent of the site may be covered in impervious surface. The remainder of the site shall comply with the planting standards in Section 4.4-100.
3. Schools shall have a landscaped front yard of 20 feet and landscaped side and rear yards of 30 feet. Athletic spectator seating structures adjoining residential uses shall be set back at least 75 feet, unless the Director determines that adequate buffering can be provided with a reduced setback. However, in no instance shall this setback (from spectator facilities) be less than 30 feet. Parking areas shall maintain a landscaped buffer of 15 feet when adjoining a residential use.
4. Light shall be directed away from adjoining less intensive uses.
5. Other uses permitted within school facilities include day care facilities, social service offices or other after school program activities approved by the School District and which otherwise do not require discretionary approval.
6. All plants used for “landscaped buffering” shall be a minimum of 5-gallon in size and shall reach a height of at least 36 inches within 1 year of planting.
7. Paved playground areas may be used as overflow parking for special events.
8. All parking lots and driveways shall be designated to separate bus and passenger vehicle traffic. All parking lots shall have sidewalks raised a minimum of 6 inches above grade where pedestrians have to cross parking lots to enter or leave the school grounds. All parking lots must be designed so that a person walking between the bicycle parking facilities and the main building entrance or primary point of entry to the school is not required to cross a driveway, loading space, or other area intended for motor vehicle circulation. The Director may require wider sidewalks at major approaches to schools as deemed necessary for pedestrian safety and capacity.
9. Any jointly shared recreational facilities, playgrounds or athletic field shall require a joint use agreement that will provide for public use and continued maintenance.
10. Elementary schools shall have a maximum building height of 35 feet, middle schools shall have a maximum building height of 45 feet.

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11. A Traffic Impact Study and Parking Study, prepared by a Transportation Engineer, shall be approved by the City Engineer.
- B.** In the PLO District, public/private elementary/ middle schools shall be adjacent to residentially-zoned property.

4.7-240 Transportation Facilities—Bus Terminals, Heliports, and Helistops is retitled **Transportation Facilities—Transit Stations, Heliports, and Helistops** and is amended to read as follows:

Heliports and helistops shall not be located within 200 feet of any residential district. Noise attenuating barriers shall be constructed where necessary to mitigate land use conflicts.

New transit stations abutting residential districts may be required to provide noise attenuating barriers.

Chapter 5 – The Development Review Process & Applications

5.12-120 Tentative Plan Submittal Requirements is amended to read as follows:

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

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

- A.** General Requirements.
1. The Tentative Plan, including any required Future Development Plan, shall be prepared by an Oregon Licensed Professional Land Surveyor on standard sheets of 18" x 24". The services of an Oregon Licensed Professional Engineer may also be required by the City in order to resolve utility issues (especially stormwater management, street design and transportation issues), and site constraint and/or water quality issues.
 2. The scale of the Tentative Plan shall be appropriate to the area involved and the amount of detail and data, normally 1" = 50', 1" = 100', or 1" = 200'.
 3. A north arrow and the date the Tentative Plan was prepared.
 4. The name and address of the owner, applicant, if different, and the Land Surveyor and/or Engineer who prepared the Partition Tentative Plan.
 5. A drawing of the boundaries of the entire area owned by the partitioner or subdivider of which the proposed land division is a part.
 6. City boundaries, the Urban Growth Boundary (UGB) and any special service district boundaries or railroad right-of-way, which cross or abut the proposed land division.

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7. Applicable zoning districts and the Metro Plan designation of the proposed land division and of properties within 100 feet of the boundary of the subject property.
 8. The dimensions (in feet) and size (either in square feet or acres) of each lot/parcel and the approximate dimensions of each building site, where applicable, and the top and toe of cut and fill slopes to scale.
 9. The location, outline to scale and present use of all existing structures to remain on the property after platting and their required setbacks from the proposed new property lines.
 10. The location and size of existing and proposed utilities and necessary easements and dedications on and adjacent to the site, including but not limited to sanitary sewer mains, stormwater management systems, water mains, power, gas, telephone, and cable TV. Indicate the proposed connection points.
 11. The locations widths and purpose of all existing or proposed easements on and abutting the proposed land division; the location of any existing or proposed reserve strips.
 12. The locations of all areas to be dedicated or reserved for public use, with the purpose, condition or limitations of the reservations clearly indicated.
- B.** A Site Assessment of the Entire Development Area. The Site Assessment shall be prepared by an Oregon Licensed Landscape Architect or Engineer and drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and delineates the areas described below. Proposed modifications to physical features shall be clearly indicated. The Director may waive portions of this requirement if there is a finding that the proposed development will not have an adverse impact on physical features or water quality, either on the site or adjacent to the site. Information required for adjacent properties may be generalized to show the connections to physical features. A Site Assessment shall contain the following information.
1. The name, location, dimensions, direction of flow and top of bank of all watercourses that are shown on the Water Quality Limited Watercourses (WQLW) Map on file in the Development and Public Works Department;
 2. The 100-year floodplain and floodway boundaries on the site, as specified in the latest adopted FEMA Flood Insurance Maps or FEMA approved Letter of Map Amendment or Letter of Map Revision;
 3. The Time of Travel Zones, as specified in Section 3.3-200 and delineated on the Wellhead Protection Areas Map on file in the Development and Public Works Department;
 4. Physical features including, but not limited to significant clusters of trees and shrubs, watercourses shown on the (WQLW) Map and their riparian areas, wetlands, and rock outcroppings;

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5. Soil types and water table information as mapped and specified in the *Soils Survey of Lane Count*; and
 6. Natural resource protection areas as specified in Section 4.3-117.
- C. A Stormwater Management Plan drawn to scale with existing contours at 1-foot intervals and percent of slope that precisely maps and addresses the information described below. In areas where the percent of slope is 10 percent or more, contours may be shown at 5-foot intervals. This plan shall show the stormwater management system for the entire development area. Unless exempt by the Director, the City shall require that an Oregon Licensed Civil Engineer prepare the plan. Where plants are proposed as part of the stormwater management system, an Oregon Licensed Landscape Architect may also be required. The plan shall include the following components:
1. Roof drainage patterns and discharge locations;
 2. Pervious and impervious area drainage patterns;
 3. The size and location of stormwater management systems components, including but not limited to: drain lines, catch basins, dry wells and/or detention ponds; stormwater quality measures; and natural drainageways to be retained;
 4. Existing and proposed site elevations, grades and contours; and
 5. A stormwater management system plan with supporting calculations and documentation as required in Section 4.3-110 shall be submitted supporting the proposed system. The plan, calculations and documentation shall be consistent with the *Engineering Designs Standards and Procedures Manual* to allow staff to determine if the proposed stormwater management system will accomplish its purposes.
- D. A response to transportation issues complying with the provisions of this Code.
1. The locations, condition, e.g., fully improved with curb, gutter and sidewalk, AC mat, or gravel, widths and names of all existing streets, alleys, or other rights-of-way within or adjacent to the proposed land division;
 2. The locations, widths and names of all proposed streets and other rights-of-way to include the approximate radius of curves and grades. The relationship of all proposed streets to any projected streets as shown on the Metro Plan or Springfield Comprehensive Plan, including the Springfield Transportation System Plan (including the Conceptual Street Map) and, any approved Conceptual Development Plan;
 3. The locations and widths of all existing and proposed sidewalks, multi-use paths, and accessways, including the location, size and type of plantings and street trees in any required planter strip;
 4. The location of existing and proposed traffic control devices, fire hydrants, power poles, transformers, neighborhood mailbox units and similar public facilities, where applicable;

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5. The location and dimensions of existing and proposed driveways demonstrating conformance with lot or parcel dimensions and frontage requirements for single-family and duplex lots/parcels established in Section 3.2-215, and driveway width and separation specifications established in Section 4.2-120, where applicable;
 6. The location of existing and proposed street trees, associated utilities along street frontage(s), and street lighting: including the type, height and area of illumination;
 7. The location of existing and proposed transit facilities;
 8. A copy of a Right-of-way Approach Permit application where the property has frontage on an Oregon Department of Transportation (ODOT) facility; and
 9. A Traffic Impact Study prepared by a Oregon Licensed Traffic Engineer, where necessary, as specified in Section 4.2-105A.4.
- E.** A Future Development Plan. Where phasing and/or lots/parcels that are more than twice the minimum lot/parcel size are proposed, the Tentative Plan shall include a Future Development Plan that:
1. Indicates the proposed redivision, including the boundaries, lot/parcel dimensions and sequencing of each proposed redivision in any residential district, and shall include a plot plan showing building footprints for compliance with the minimum residential densities specified in Section 3.2-205.
 2. Addresses street connectivity between the various phases of the proposed development based upon compliance with the Springfield Transportation System Plan (including the Conceptual Street Map), the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts, Master Plans, or this Code;
 3. Accommodates other required public improvements, including, but not limited to, sanitary sewer, stormwater management, water and electricity;
 4. Addresses physical features, including, but not limited to, significant clusters of trees and shrubs, watercourses shown on the Water Quality Limited Watercourse Map and their associated riparian areas, wetlands, rock outcroppings and historic features; and
 5. Discusses the timing and financial provisions relating to phasing.
- F.** Additional information and/or applications required at the time of Tentative Plan application submittal shall include the following items, where applicable:
1. A brief narrative explaining the purpose of the proposed land division and the existing use of the property;

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2. If the applicant is not the property owner, written permission from the property owner is required;
3. A Vicinity Map drawn to scale showing bus stops, streets, driveways, pedestrian connections, fire hydrants and other transportation/fire access issues within 200 feet of the proposed land division and all existing Partitions or Subdivisions immediately adjacent to the proposed land division;
4. How the Tentative Plan addresses the standards of any applicable overlay district;
5. How the Tentative Plan addresses Discretionary Use criteria, where applicable;
6. A Tree Felling Permit as specified in Section 5.19-100;
7. A Geotechnical Report for slopes of 15 percent or greater and as specified in Section 3.3-500, and/or if the required Site Assessment in Section 5.12-120B. indicates the proposed development area has unstable soils and/or high water table as specified in the *Soils Survey of Lane County*;
8. An Annexation application as specified in Section 5.7-100 where a development is proposed outside of the city limits but within City's urban growth boundary and can be serviced by sanitary sewer;
9. A wetland delineation approved by the Department of State Lands shall be submitted concurrently where there is a wetland on the property;
10. Evidence that any required Federal or State permit has been applied for or approved shall be submitted concurrently;
11. All public improvements proposed to be installed and to include the approximate time of installation and method of financing;
12. Proposed deed restrictions and a draft of a Homeowner's Association Agreement, where appropriate;
13. Cluster Subdivisions shall also address the design standards specified in Section 3.2-230;
14. Where the Subdivision of a manufactured dwelling park or mobile home park is proposed, the Director may waive certain submittal requirements specified in Subsections A. through M. However, the Tentative Plan shall address the applicable standards listed under the park Subdivision approval criteria specified in Section 5.12-125.

5.12-130 Tentative Plan Conditions subsection A.1 is amended to read as follows:

- A. Dedication of right-of-way and/or utility easements.

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1. Right-of-way, when shown in the Springfield Transportation System Plan (including the Conceptual Street Map) the transportation elements of refinement plans, or as specified in Table 4.2-1.

5.17-130 Conditions subsection A.1 is amended to read as follows:

A. Dedication of right-of-way and/or utility easements.

1. Right-of-way, when shown in the Springfield Transportation System Plan (including the Conceptual Street Map), the transportation elements of refinement plans; or as specified in Table 4.2-1.

5.20-130 Criteria is amended to read as follows:

A. For the Vacation of public utility easements, the Director shall approve, approve with conditions, or deny the application. The application will be approved if the Vacation is found to be consistent with the following criteria:

1. There are no present or future services, facilities, or utilities deemed to be necessary by a utility provider and the easement is not necessary; or
2. If the utility provider deems the easement to be necessary, public services, facilities, or utilities can be extended in an orderly and efficient manner in an alternate location.

B. Where the proposed Vacation of public rights-of-way, other city property, or Partition or Subdivision Plats is reviewed under Type IV procedure, the City Council shall approve, approve with conditions, or deny the Vacation application. The application will be approved if the Vacation is found to be consistent with the following approval criteria.

1. The Vacation shall be in conformance with the Metro Plan, Springfield Transportation System Plan (including the Conceptual Street Map) and adopted Functional Plans, and applicable Refinement Plan diagram, Plan District map, or Conceptual Development Plan.
3. The Vacation shall not conflict with the provisions of Springfield Municipal Code, 1997; and this Code, including but not limited to, street connectivity standards and block lengths; and
3. There shall be no negative effects on access, traffic circulation, emergency service protection or any other benefit derived from the public right-of-way, publicly owned land or Partition or Subdivision Plat.

C. Notwithstanding the provisions of Subsection B., above where the land affected by the proposed Vacation of public right-of-way, other public land as specified in ORS 271.080, or public easement will remain in public ownership and will continue to be used for a public purpose, the request shall be reviewed under the Type IV procedure. The City Council may approve the Vacation application if it is found to be consistent with the following criteria:

1. The Vacation was initiated by the City Council pursuant to ORS 271.130(1);

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2. Notice has been given pursuant to ORS 271.110(1);
3. Approval of the vacation would be consistent with provision of safe, convenient and reasonably direct routes for cyclists, pedestrians and vehicles as provided in OAR 660-012-00045(3);
4. Whether a greater public benefit would be obtained from the vacation than from retaining the right of way in its present status; and
5. Whether provisions have been made to ensure that the vacated property will remain in public ownership.

Chapter 6 – Definitions

6.1-110 Meaning of Specific Words and Terms is amended as follows: (1) to remove the definition of “Public Works Director,” and (2) to add or amend the following definitions:

AASHTO. American Association of State Highway and Transportation Officials.

Block. An area of land containing one or more lots/parcels surrounded by public or private streets.

Block Length. The distance along a public or private street between the centerline of two intersecting streets, including “T” intersections but excluding cul-de-sacs.

Block Perimeter. The sum of all block lengths for a given block, also measured as the distance to travel once completely around the block, ending at the starting point as measured from the centerline of the street.

Conceptual Street Map. A map adopted into the Transportation System Plan depicting existing and future multi-use path and arterial and collector street alignments.

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

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

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

Future Development Plan. A line drawing (required for some land division proposals, or building permits in the City’s urbanizable area) that includes the following information: the location of future right-of-way dedications

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based on the Springfield Transportation System Plan (including the Conceptual Street Map); block length and lot/parcel size standards of the SDC; a re-division plan at a minimum urban density established in this Code based on the existing Metro Plan designation of the property for any lot/parcel that is large enough to further divide; and the location of hillsides, riparian areas, drainage ways, jurisdictional wetlands and wooded areas showing how future development will address preservation, protection or removal.

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

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

Vision Clearance Area. A portion of land established at street, alley, or driveway intersections in which nothing may obstruct the sight distance of motorists entering or leaving the intersection, unless specifically exempted by this Code.