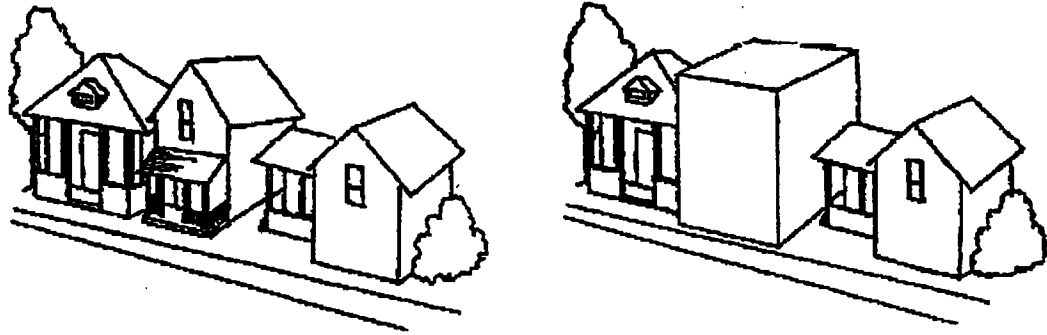


- d. Design Variety.** Each home shall incorporate a minimum of three of the following seven building design features. Applicants shall indicate which options they are proposing on plans submitted for building permits. While not all of the design features are expressly required, the inclusion of as many as possible is strongly encouraged.
- i. Roof Pitch & Design.** A minimum 4 to 12 roof pitch.
 - ii. Eaves.** Eaves with a minimum 18-inch overhang.
 - iii. Building Materials.** At least two different types of building materials (including, but not limited to stucco and wood, brick and stone) or a minimum of two different patterns of the same building material (e.g., scalloped wood and lap siding) on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.
 - iv. Trim.** A minimum of 2.25-inch trim or recess around windows and doors that face the street. Although not expressly required, wider trim is strongly encouraged.
 - v. Increased Windows.** A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths (including garage facades). Gabled areas do not need to be included in the base wall calculation when determining the minimum 20 percent calculation for windows/doors.
 - vi. Architectural Features.** At least one architectural feature included on a dwelling facade that faces the street. For the purposes of this provision, architectural features are defined as bay windows, covered porches greater than 60 square feet in size, second floor balconies, dormers related to living space, or habitable cupolas. If a dwelling is oriented so its front facade (facade with the front door) is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the facade of the dwelling that faces the sidewalk and contains the front door.
 - vii. Architectural Details.** Architectural details used consistently throughout the construction of the dwelling facades that face streets. For the purposes of this provision, architectural details are defined as exposed

rafter or beam ends, eave brackets, gridded windows or windows with divided lites, or pergolas/trellis work integrated into building facades. Other architectural details may be approved by the Director. If a dwelling is oriented so its front facade (facade with the front door) is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural details may be counted if they are located on the facades of the dwelling that face the sidewalk.

- e. **Compatibility.** New detached single family, two-unit attached single family, and duplexes constructed within the /ND Overlay District shall be generally compatible with existing homes. The goal is to reduce the impact of new development on established neighborhoods by incorporating elements of nearby, quality buildings, including building details, massing, proportions, and materials. To foster compatible residential development at the higher densities sought by this Section, the following standards apply.
 - i. **Front Yard Setbacks for Buildings in Established Residential Areas.** When an existing single family residence is located within 25 feet of the subject site and fronts on the same street as a proposed building, a front yard setback similar to that of the nearest single family residence shall be used. "Similar" means the setback is within 5 feet of the setback of the nearest single family residence. For example, if the existing single family residence has a front yard setback of 20 feet, then the new building shall have a front yard setback between 15 and 25 feet. If there are two adjacent single family residences fronting on the same street, then an average measurement shall be taken using the two adjacent residences. In no case shall the front yard setback be less than 10 feet. This standard shall not cause a front yard setback to exceed 25 feet.

Figure 3.3-A



Similar Setback

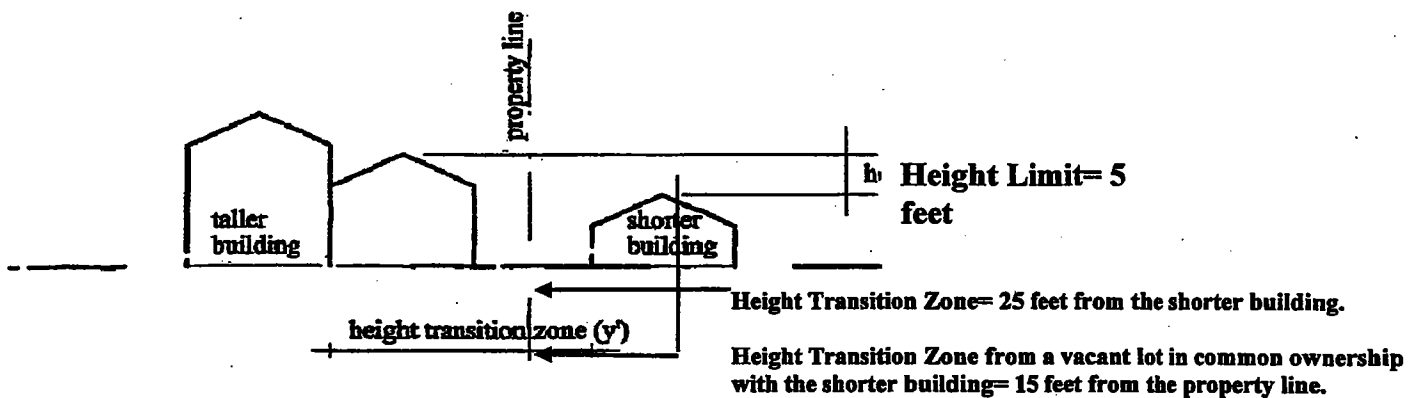
Not This

Figures 3.3-A through 3.3-E are taken from the Infill and Development Handbook, Oregon TGM Program Sept. 1999.

- ii. **Building Height Transition.** Taller buildings shall step-down to provide a height transition to existing single story buildings. This standard applies to new and vertically expanded buildings within 25 feet (as measured horizontally) of an existing single story building. The standard is met when the height of the taller building or portion of the taller building does not exceed the height of the shorter building by more than 5 feet within the 25 foot horizontal zone. This horizontal zone is called the height transition zone.

When the owner of an existing single story home also owns an adjacent vacant lot/parcel, the height transition zone between the vacant lot/parcel and a new taller building shall be 15 feet as measured from the property line between the vacant lot/parcel and the new building.

Figure 3.3-B



iii. **Massing and Scale.** The scale, proportions, massing and detailing of any proposed building shall be in proportion to that of the block face where the building will be located. Proposed new low density residential development in the /ND Overlay District shall comply with the design guidelines shown in A-C below:

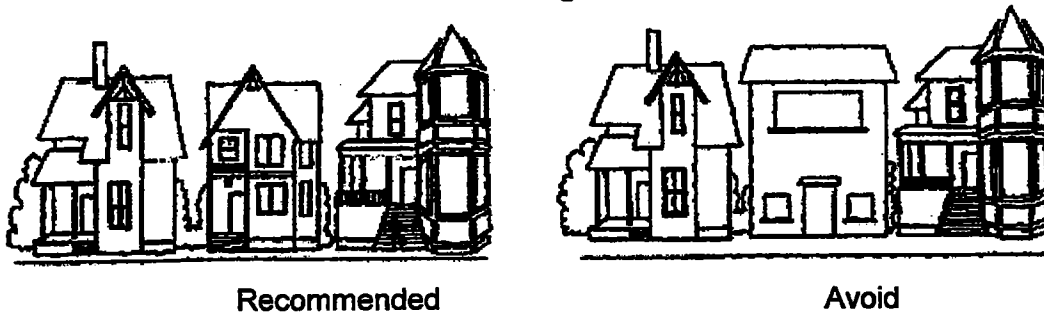
aa. **Scale.** Relate the size and proportions of new structures to the scale of adjacent buildings. Avoid buildings that in height, width, or massing, violate the existing scale of the area.

Figure 3.3-C



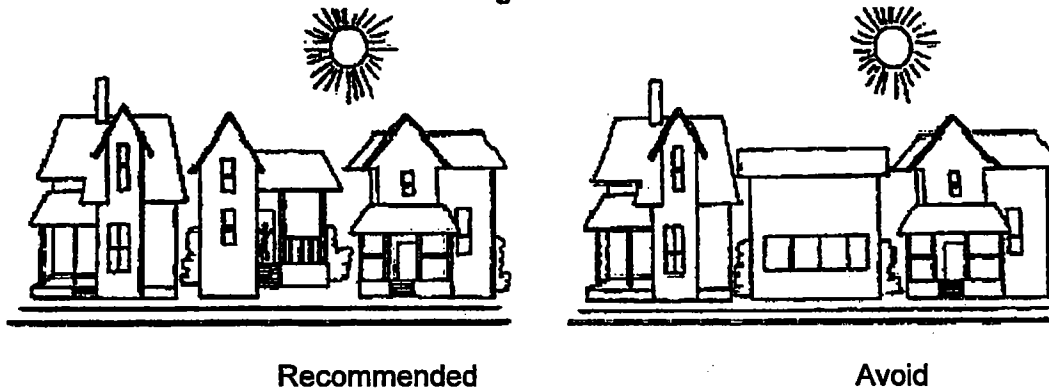
bb. **Massing.** Break up uninteresting boxlike forms into smaller, varied masses. Avoid single monolithic forms that are not relieved by variations in massing.

Figure 3.3-D



iv. **Roof Shapes.** Relate new roof forms to those found in the area. Avoid roof shapes, directional orientation, pitches, or materials that would cause the building to be out of character with quality buildings in the area.

Figure 3.3-E



2. **Multi-Unit Residential Uses** (including, but not limited to: attached single family dwellings three units or greater, town-homes, row-houses, triplexes, four-plexes, apartments)

Multi-unit residential dwellings shall comply with the design standards specified in Section 3.2-240 and Section 3.2-625C.

B. Specific Development Standards for Commercial, Industrial, and Mixed-Uses.

Specific development standards for commercial, industrial and mixed-uses within the /ND Overlay District shall conform to those standards specified in Section 3.2-630.

1. **Commercial and Civic Uses.** Commercial uses shall comply with the special development standards specified in Section 3.2-630A.
2. **Light Industrial and Campus Industrial uses.** Industrial uses shall comply with the development standards specified in Section 3.2-630B.
3. **Mixed-Uses.** For mixed use developments, the dominant use of the building or development (dominant is defined as the use represented by the greatest floor area) shall determine the applicable development standards. If the dominant use is residential, the applicable Subsection Section of 3.3-1025 Development Standards For Single Family And Multi-Unit Residential Uses apply. If the dominant use is commercial, Section 3.3-1025A. Development Standards for Commercial and Civic Uses apply. If the dominant use is industrial, Section 3.3.105B. Development Standards for Light Industrial and Special Light Industrial Uses apply.

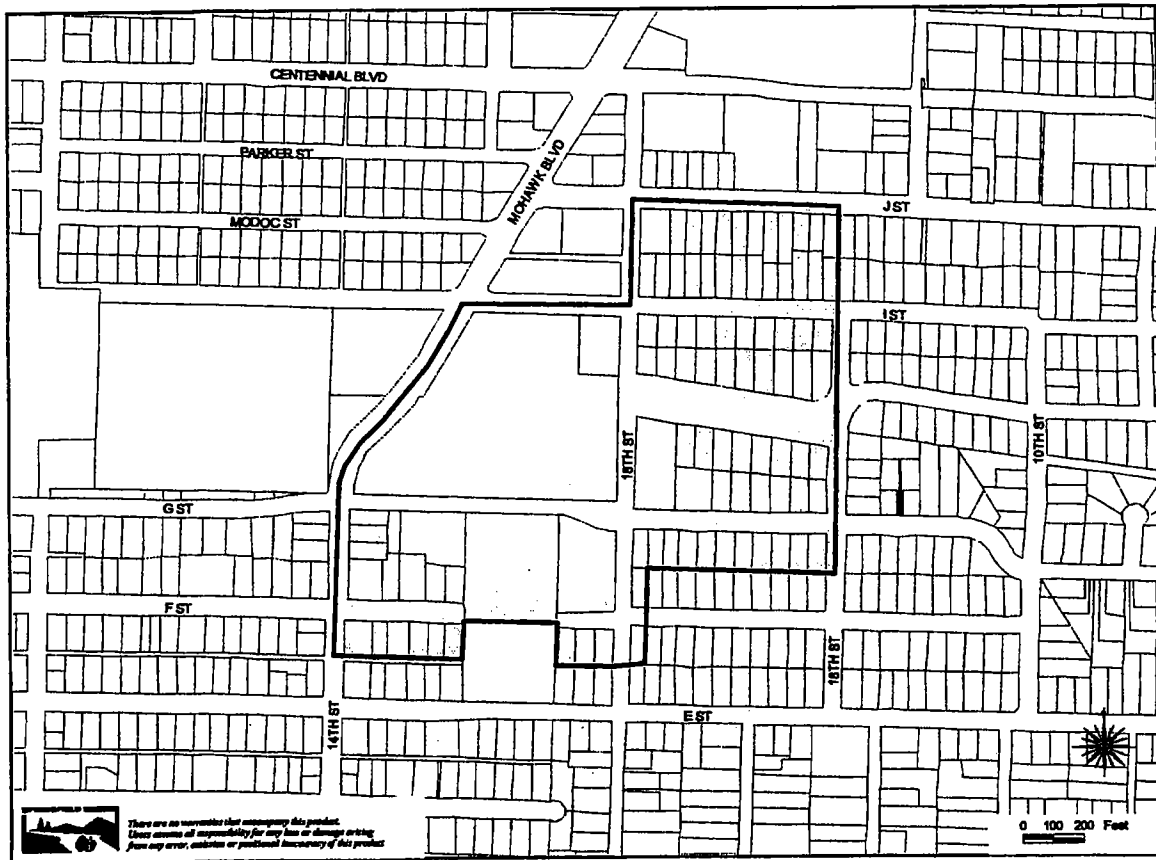
Section 3.3-1100 Hospital Support Overlay District

3.3-1105 Purpose

The Hospital Support (HS) Overlay District is established to provide an area in the immediate vicinity of the McKenzie-Willamette Hospital for future hospital expansion and for hospital related support services.

3.3-1110 Applicability

The provisions of Section 3.3-1100 apply only to the land within the boundaries of the HS Overlay District:



3.3-1115 Review

Development proposals are reviewed under Type II procedure as specified in Section 5.17-100.

3.3-1120 Permitted or Discretionary Uses

The following uses may be allowed in the HS Overlay District as indicated, subject to the provisions, additional restrictions and exceptions specified in this Code.

Use/ Use Categories	HS Overlay District
Physicians services	P
Dental services	P
Hospital services, including medical heliport	P
Medical laboratory services	P
Dental laboratories	P
Group care homes	P
Medical clinic, out-patient service	P
Other medical and health services, including food service, cafeteria and laundry service	P
Certain Wireless Telecommunications Systems Facilities (See Section 4.3-145)	D/P
Residential or skilled care facilities	P
Secondary uses including medical-related retail and service uses, restaurants, convenience stores and services, and day care facilities (1)	P
Parking garages	P

(1) These secondary uses permitted, but may not exceed 10 percent of the gross floor area of all the buildings in a development area.

3.3-1125 Design Standards

- A. All yard, lot/parcel size, coverage, density, fencing, parking standards shall be subject to the same standards as professional offices in residential districts.
- B. A minimum of 25 percent of the lot/parcel shall be of planted material.
- C. Parking lots shall meet the planting standards applicable to commercial development.

Section 3.4-100 Plan Districts

3.4-100 Plan Districts

Plan Districts apply to unique areas when other zoning mechanisms cannot achieve the desired development objectives. An area may be unique based on natural, economic or historic attributes; be subject to problems from rapid or severe transitions of land use; or contain public facilities which require specific land use regulations for their efficient operation. Plan Districts provide a means to modify zoning regulations for specific areas defined in special plans or studies. Each Plan District has its own nontransferable regulations. These regulations supplement base zone and overlay zone provisions which are intended to be applicable in large areas or in more than one area. However, Plan Districts are not intended for small areas or individual properties. A Plan District may be established or removed as the result of an area planning study, reviewed through the legislative procedure as an amendment of this Code. Plan District regulations are applied in conjunction with one or more base zones. The Plan District provisions may modify any portion of the regulations of the base zone, overlay zone, or other regulations of this Code. The provisions may apply additional requirements or allow exceptions to general regulations. When there is a conflict between Plan District regulations and the base zone, overlay zone, or other regulations of this Code, the Plan District regulations shall control. The specific regulations of the base zone, overlay zones, or other regulations of this Code apply unless the Plan District provides other regulations for the same specific topic. Plan districts and their regulations will be reviewed periodically to determine whether they are still needed, should be continued or amended. The boundaries of each Plan District established are shown on maps located within a Plan District Section and are identified on the Official Zoning Map.

The following Plan Districts are established:

Section	Plan District Name	Related Refinement Plan/Study
3.4-200	Glenwood Riverfront	Glenwood Refinement Plan
3.4-300	Booth-Kelly Mixed Use	Downtown Refinement Plan

Section 3.4-200 Glenwood Riverfront Plan District

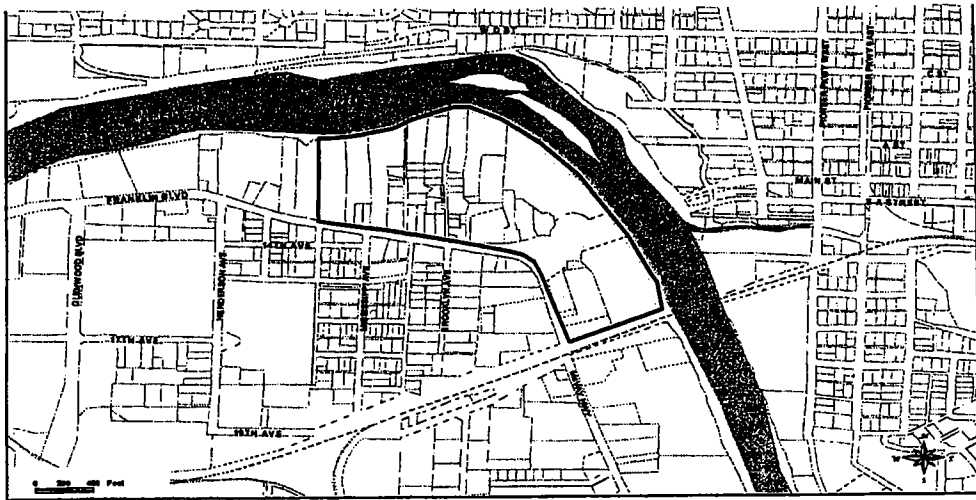
3.4-205 Purpose

- A. Purpose.** The Glenwood Riverfront (GR) Plan District provides opportunities for an urban level of mixed-use development including commercial, employment, office, higher density housing, institutional, and recreation uses. The specific objectives of the GR Plan District regulations guide both new development and redevelopment in order to strengthen Glenwood's role as a residential, commercial, and civic center within the Eugene-Springfield Metro Area. The regulations in this Section are intended to: stimulate business and economic vitality; promote housing choices and mixed-use development; ensure functionally coordinated, aesthetically pleasing and cohesive site planning and design; enhance the pedestrian environment; promote innovative building design through design guidelines; and protect the Willamette Greenway and opportunities to integrate the Willamette River as a unique element of the urban environment.
- B. Relationship to the Glenwood Refinement Plan and the Glenwood Riverfront Plan.** The GR Plan District regulations encourage the development of a mix of commercial, residential, and office, and employment uses in a pedestrian-oriented environment. The regulations protect the significant environmental features of the area, while accommodating development. The regulations in the GR Plan District have evolved from the policies contained in Subarea 8: The River Opportunity Area in the Glenwood Refinement Plan, adopted by the Springfield City Council in 1998. The GR Plan District regulations also implement the guiding principles of the Glenwood Riverfront Plan.
- C. GR Plan Designation.** In recognition of the policies within the Glenwood Refinement Plan that reflect the desire for mixed use development within Subarea 8, the Metro Plan and Glenwood Refinement Plan designation for the GR Plan District is Mixed Use/Nodal Development.
- D. Permitted zoning and overlay districts.** The following zoning and overlay districts are permitted within the GR Plan District: Medium and High Density Residential (MDR and HDR), Community Commercial (CC), Mixed Use Residential (MUR), Mixed Use Commercial (MUC), Mixed Use Employment (MUE), Public Land and Open Space (PLO), and the Willamette Greenway (WG), Floodplain (FP), and the Nodal Development (/ND) Overlay Districts. These zoning and overlay districts are designed to work together to result in development that is an attractive place to live, work, shop, and recreate, with less reliance on the automobile than is found elsewhere in the community.
- E. Scale and character of development.** The scale and character within the GR Plan District is intended to be similar to a traditional "main street" retail and residential district, with 2- to 4-story buildings placed close to sidewalks, and parking lots located behind or to the side of buildings. However, allowances are made for buildings that are taller than 4-stories, in order to create an interesting skyline and allow for some higher density residential or office uses with extensive views. Parking structures are encouraged within the GR Plan District, and in some

instances, may be required, in order to reduce the impacts of impervious surfaces on water quality in the Willamette River. The GR Plan District can also accommodate development proposals of all or most of the site by incorporation of these identified objectives and design principles into these proposals.

3.4-210 Applicability

- A. GR Plan District boundaries. The GR Plan District applies to all property within the boundaries of "Subarea 8: The River Opportunity Area" in the Glenwood Refinement Plan. The GR Plan District is located in northeastern Glenwood.



- B. Development requiring review. The GR Plan District requirements described in this Section apply to the following:
1. New development on vacant land.
 2. New structures on already developed sites, including the conversion of a parking area to a structure or demolition of a structure and construction of a new structure.
 3. **EXCEPTIONS:**
 - a. The GR Plan District standards in this Section shall not apply to an interior building alteration.
 - b. Single family dwellings in the GR Plan District for which building permits were filed prior to the designation of the area as Mixed Use/ Nodal Development Overlay shall be allowed to remain specified in Sections 5.8-120 and 5.8-125.

3.4-215 Review

- A.** Proposals that are substantially consistent with the Glenwood Riverfront Plan. Developers who use the adopted Glenwood Riverfront Plan as guidance shall not be required to submit an additional application for a new Master Plan or Master Plan Modification approval. However, the following standards shall be addressed concurrent with other necessary land use applications, including, but not limited to: an annexation application and annexation agreement, where applicable; Site Plan Review; and/ or a Zoning Map Amendment:
1. Streets, alleys, pedestrian accessways, bike lanes, drainage facilities, open spaces, and riparian corridors shall be located in conformance with those shown in the Glenwood Riverfront Plan; and
 2. The location of land uses may vary from those shown in the Glenwood Riverfront Plan depending on developer preference and market conditions; however, the proposed land use allocations are as follows, based on the findings of "Market Position Analysis for the Glenwood Riverfront", Zimmerman-Volk/ZHA, June 2001:
 - a. Residential: 30-60 percent of the Glenwood Riverfront Plan area with an overall net residential density of at least 12 units/acre, based on the definition of a node contained in TransPlan.
 - b. Commercial Office/Employment: 10-30 percent of the Glenwood Riverfront Plan area.
 - c. Open Space, drainage facilities, the riparian setback area, and public right-of-way normally will be 25-35 percent of the Glenwood Riverfront Plan area.
- B.** Proposals that require modifications to the Glenwood Riverfront Plan. In order to allow flexibility in development options, the Glenwood Riverfront Plan is considered the equivalent of a Master Plan, without the seven year expiration restriction. A developer may choose to use the Glenwood Riverfront Plan as adopted, or use a new Master Plan or Master Plan Modification process, to be reviewed as follows:
1. Type I review. Those modifications that do not affect the basic underlying assumptions of the Glenwood Riverfront Plan and which are not determined by the Director to be similar to Subsections B.2. and B.3., below shall be processed under Type I Master Plan Modification, as a decision by the Director.
 2. Type II review. Those modifications that are significant but do not affect the basic underlying assumptions of the Glenwood Riverfront Plan as determined by the Director shall be processed under a Type II Modification procedure as a decision of the Director, Examples of a Type II Master Plan Modification are as follows:

- a. A change in the street layout that requires a local street, alley, easement, pedestrian/bicycle accessway or utility to be shifted more than 50 feet in any direction, as long as the change maintains the connectivity established by the Glenwood Riverfront Plan;
 - b. A request by the City or applicant for a change to the size or location of public facilities;
 - c. A request to integrate improvements to nearby transportation facilities;
 - d. A request initiated by the City to implement newly adopted State or Federal regulations, or adopted or amended City plans;
 - e. A request by the applicant for a one time extension of the approved time limit for up to three years. An extension will be granted provided the applicant has made reasonable progress in the implementation of the Master Plan and public services and facilities remain available; and
 - f. Other requests by the applicant that the Director determines to be similar to the modifications specified in Subsections B.2.a.-e., above.
3. Type IV review. Those modifications that are significant and modifies the basic underlying assumptions of the Glenwood Riverfront Plan as determined by the Director shall be processed under a Type IV Modification procedure. Examples of a Type IV Master Plan Modification are as follows:
- a. The modification affects an area of 5 acres or larger.
 - b. A request by the applicant to alter significant natural resources, wetlands, and open space areas as prescribed in the Glenwood Riverfront Plan;
 - c. A change in the street layout plan that requires a street to be eliminated or to be located in a manner inconsistent with the Glenwood Riverfront Plan;
 - d. A change in the GR Plan District building design standards or guidelines;
 - e. Any change not listed under the Type I or Type II Modification in Subsections B.1. and 2., above and
 - f. The request shall be processed as a new Master Plan and shall comply with the Master Plan submittal requirements listed specified in Section 5.13-120 and the following:

- i. The application shall illustrate the proposed street layout, open space, pedestrian connections, riparian protection, and other infrastructure alignments necessary as determined by the Director for the entire 48-acre site. The requirement for written consent from multiple property owners specified in Section 5.13-110B. shall not apply within the GR Plan District.
 - ii. The applicant shall address the applicability of the development standards in this Section to the proposed Master Plan. The Planning Commission and/or City Council may determine that the development standards in this Section may not apply, if the purpose and intent of the GR Plan District is satisfied.
 - iii. The application shall be prepared by a design team that includes, but is not limited to the following consultants: an architect, a landscape architect, a civil engineer, a geotechnical engineer, an acoustic engineer, a certified arborist, a transportation engineer and a qualified person to address riparian issues.
- 4. Supplemental submittal requirements. In order to allow the Director to determine the correct level of review, the applicant shall submit findings demonstrating how the proposed modification:
 - a. Maintains the transportation and multi-modal connectivity established by the Glenwood Riverfront Plan;
 - b. Furthers the design and access concepts advocated by the Glenwood Riverfront Plan, including, but not limited to: pedestrian access, bicycle access, and public access to the Willamette River;
 - c. Demonstrates how the proposal does not adversely affect the objectives of the GR Plan District as specified in Section 3.4-220; and
 - d. Avoids physical constraints, or protects significant natural features including, but not limited to, trees, rock outcroppings, wetlands, or to adjust to existing property lines between project boundaries.
- 5. Review authority. The Director shall have the authority to raise any review level to a higher review, for example, that a Type II Modification may be raised to a Type IV Modification.

3.4-220 New Master Plan And Master Plan Modifications Criteria Of Approval

In addition to the Master Plan criteria of approval specified in Section 5.13-125, new Master Plans and Master Plan Modifications within the GR Plan District shall meet the following objectives established during the development of the Glenwood Riverfront Plan. Where an

objective does not apply, the applicant shall address why that objective does not apply. A new Master Plan or Master Plan Modification proposal shall:

- A. Establish a mixed use development pattern that will enhance and complement the adjacent riverfront and that is consistent with the nodal designation for the GR Plan District;
- B. Provide transportation linkages between the Master Plan area and the surrounding neighborhoods;
- C. Incorporate access to transit into the design of the Master Plan area.
- D. Incorporate design and streetscape amenities into the Master Plan area which promote bicycle and pedestrian transportation opportunities. These amenities include sidewalks, bike lanes, and pedestrian amenities, with a focus on the edges of the Master Plan area, for example, Franklin Boulevard and the Willamette River;
- E. Establish a multi-use riverfront path;
- F. Identify open space and appropriate connections to open space. Public open space shall be designed to provide active and passive recreation opportunities for residents, visitors, employees, and provide visual relief. Streets shall be designed as view corridors, in order to open the site to the Willamette river;
- G. Implement the objectives of TransPlan to increase densities within the GR Plan District. Average residential density for residential components shall be a minimum of 12 units per acre;
- H. Reduce reliance on State Highway 126 (Franklin Boulevard.) for local east-west traffic through a strategy to resolve and reduce access issues within the GR Plan District boundaries;
- I. Provide a connected street pattern that facilitates internal circulation, promotes walking, and that minimizes conflicts on Franklin Boulevard;
- J. Facilitate a storm drainage system for the master plan that cleanses and treats the runoff prior to discharging into the Willamette River, and provides adequate drainage solutions as determined through Master Plan review; and
- K. Protect and enhance the Willamette River's water quality and habitat for endangered species and other indigenous wildlife through environmentally sensitive development.

3.4-225 New Master Plan or Master Plan Modifications Conditions of Approval

New Master Plans or Master Plan Modifications within the GR Plan District shall be subject to the conditions of approval specified in Section 5.13-130 and any additional conditions found necessary by the Approval Authority to grant a new Master Plan or Master Plan Modification approval.

3.4-230 Schedule Of Use Categories

The following uses are permitted within the GR Plan District:

Allowed Use Categories	Base Zone
Those uses allowed within Mixed-Use Commercial MUC District in Section 3.2-610	CC, MUC
Those uses allowed within Mixed-Use Employment MUE District in Section 3.2-610	MUE
Those uses allowed within Mixed-Use Residential MUR District in Section 3.2-610	MDR, HDR, MUR
Those uses allowed within the PLO zone as described in Section 3.2-710	PLO

3.4-235 Prohibited Uses

The following uses are prohibited within the GR Plan District:

Use/ Use Categories
Agricultural machinery rental/sales/service
Auto parts, tires, batteries, and accessories
Car and truck washes
Drive-through facilities
Equipment, heavy, rental/sales/service
Exterior display and storage
Free-standing wireless communication towers
Heavy industrial uses
Key/ card lock fuel facilities
Manufactured dwelling sales/service/repair
Mini-warehouse storage facilities
Motor vehicle sales/rental/service
Motorized Boats and watercraft sales and service.
Moving and storage facilities
Recreational vehicle and heavy truck, sales/rental/service
Service stations and gas stations, including quick servicing
Tires, sales/service
Transit park and ride, major or minor, unless under a shared parking arrangement with another permitted use
Truck and auto repair and painting facilities

EXCEPTIONS:

1. Outdoor seating for restaurants and pedestrian-oriented accessory uses, including flower, food, or drink stands shall be permitted. Temporary open-air markets and carnivals shall also be permitted specified in the Springfield Municipal Code, 1997.
2. For the expansion of an outdoor storage facility of less than 50 percent of the total floor area, service yards and outdoor storage areas in the GR Plan District shall be screened from public areas, streets, alleys, and adjacent areas through the use of one or more of the following: walls,

fencing, or plantings, addressed during the MDS process specified in Section 5.15-100 or the Site Plan Review process specified in Section 5.17-100.

3.4-240 Base Zone Development Standards, Off-Street Parking, and Fence Standards

Base zone development standards, off-street parking, and fence standards shall be consistent with the underlying zoning district.

EXCEPTION: Any stricter GR Plan District standards shall apply.

3.4-245 Specific Development Standards

Mixed Use development within the GR Plan District shall comply with the development standards as specified in Section 3.2-630.

EXCEPTION: The maximum building footprint for a single use shall be 50,000 square feet, unless approved through a Type IV Master Plan Modification.

3.4-250 Minimum Density and General Development Standards

The following standards apply to development within the GR Plan District. The general development standards for Mixed-Use as specified in Section 3.2-630 describe the pedestrian friendly and transit oriented design standards that apply to mixed use and nodal development. The Multi-Unit Design Standards specified in Section 3.2-240 promote livability, neighborhood compatibility, and public safety for multi-unit housing as well as promote higher density housing.

- A. Building Design and Building Form.** The intent of the Building Design and Building Form Standards for new development within the GR Plan District is to ensure that development is aesthetically pleasing and provides pedestrian orientation, even with a mix of uses and higher intensity development. New structures and improvements to facades shall provide architectural relief and interest, with an emphasis at building entrances and the appearance along sidewalks, in order to promote and enhance a comfortable pedestrian scale and orientation, contribute positively to the neighborhood, and create an interesting streetscape.
 - 1.** Development within the GR Plan District shall incorporate the Building Design Standards specified in Section 3.2-625A., and Multi Family Residential or Mixed Use Residential development shall meet the standards for Building Form specified in Section 3.2-240D.2.
 - 2.** Alternatively, development shall satisfy the intent of the Building Design and Building Form Standards listed above and shall comply with the following guidelines, as determined during the Site Plan Review process:
 - a.** Building scale is consistent with the scale of nearby buildings, transition is provided to adjacent buildings, and porches, bays, balconies, and human scale architectural detail are included.

- b. Multi-story buildings are designed and constructed so the first floor is at a greater height than the upper floors, and architectural detailing that horizontally divides the first and second floors is incorporated in design and construction. Examples include bays windows, decks, or balconies for upper levels, and awnings, canopies, or other similar treatments for lower levels. Variation in building materials, trim, paint, ornamentation, windows, or other features including public art, may also be used.
- c. Variations in roof forms, including, but not limited to: gabled, hipped roofs or cornices are provided.
- d. Views into shops and offices for ground floor facades along public right-of-way are provided.
- e. In order to break up vast expanses of single element building elevations, the building design includes a combination of architectural elements and features including, but not limited to offsets, windows, entry treatments, wood siding, brick, stucco, or textured concrete block.
- f. Structures do not present excessive visual mass or bulk to public view or to adjoining properties.
- g. Buildings provide architecturally defined entryways and design which provides a human scale.

B. Building Orientation and Maximum Setback Standards. The intent of the Building Orientation and Maximum Setback standards is to create a street presence that is a pleasant, diverse pedestrian experience by connecting activities occurring within a structure to adjacent sidewalk areas; to encourage continuity of retail and service uses; to encourage surveillance opportunities by restricting fortress-like facades at street level; and to avoid a monotonous pedestrian environment. All new buildings in a mixed-use development shall be oriented toward both exterior and internal streets in a manner that frames and defines both streets and pedestrian areas along those streets to the greatest extent practicable. Buildings in mixed use developments shall not be separated from fronting streets. Parking shall be located behind buildings, internal to development on a site. For existing development sites, out parcel buildings between a large parking lot and the street shall be used to help define the streetscape, and lessen the visual impact of the parking lot from the street.

- 1. Development within the GR Plan District shall incorporate the Building Design Standards specified in Section 3.2-625B., and Multi Family Residential or Mixed Use Residential development shall meet the standards for Building Form specified in Section 3.2-240D.2.
- 2. Alternatively, development shall satisfy the intent of the Building Orientation and Maximum Setback Standards described above and shall comply with the following guidelines, addressed during Site Plan Review:

- a. Buildings are designed and constructed adjacent to a public street right-of-way that create safe, pleasant, and active pedestrian environments.
 - b. Buildings are designed and located to reinforce the pedestrian orientation of the GR Plan District.
 - c. An urban streetscape along street right-of-way is created by locating new buildings close to the street and close to one another wherever practical. The streetscapes create a sense of enclosure along sidewalks and provide a variety of street level facades.
 - d. Views into shops and offices are provided. Upper building levels incorporate decks and balconies.
 - e. To the greatest extent practicable, all new buildings are oriented toward both exterior and internal streets in a manner that frames and defines both streets and pedestrian areas along those streets.
 - f. Where setbacks from the street right-of-way are proposed, pedestrian amenities including public seating, courtyards or plazas between the building and the street are provided.
 - g. New residential development is oriented to a public street, unless buildings cannot meet this requirement due to inadequate street frontage. In this case, buildings are oriented to a private street, alley, or lane, and designed in conformance with the pedestrian circulation standards in this Code.
 - h. For existing development sites, outparcel buildings between a large parking lot and the street are used to help define the streetscape, and lessen the visual impact of the parking lot from the street.
- C. Weather Protection Standards.** The intent of the weather protection requirement within the GR Plan District is to provide for a pedestrian-oriented environment in inclement or warm weather, to break up long expanses of buildings, and to create an interesting streetscape.
- 1. Development within the GR Plan District shall incorporate the Weather Protection Standards specified in Section 3.2-625C.
 - 2. Alternatively, development shall satisfy the intent of the Weather Protection Standards described above and shall comply with the following guideline, addressed during Site Plan Review; weather protection in the form of awnings or canopies is provided appropriate to the design of the structure.

- D. Landscaping, Screening, Fences, and Walls Standards.** The intent of the Landscaping, Screening, Fences, and Walls Standards for development in the GR Plan District is to provide shade, erosion control, visual interest, buffering, separation between abutting properties, privacy, open space and pathway identification, shading and wind buffering, noise attenuation, reduction of glare, screen objectionable views, to reduce the rate of storm water runoff, and enhance the visual environment, to establish a sense of place, promote safety, security, and privacy, to help retain the long-term value of properties, minimize the impacts of impervious surfaces and reduce the rate of storm water runoff, and ensure aesthetics and compatibility with surrounding land uses.
- 1.** Development within the GR Plan District shall incorporate the Landscaping and Screening Standards specified in Section 3.2-625D., and Multi Family Residential or Mixed Use Residential development shall meet the standards for Landscaping, Screening, Fences, and Walls specified in Section 3.2-240D.6.
 - 2.** Alternatively, development shall satisfy the intent of the Landscaping, Screening, Fences, and Walls Standards described above and shall comply with the following guidelines, addressed during Site Plan Review:
 - a.** Landscaping is designed and located so that enhances the urban character of the GR Plan District, so that it is visible from public right-of-way, and so that it provides adequate screening and buffering from adjacent uses. Landscaping is distributed in those areas where it provides for visual and acoustical buffering, open space uses, shading and windbreaks, and aesthetic qualities.
 - b.** All landscaping is either irrigated or is certified by a registered Landscape Architect that it can be maintained and survive without artificial irrigation.
 - c.** Natural vegetation and existing healthy trees are retained to the maximum extent feasible in the design of landscaping.
 - d.** The design and development of landscaping retains and conserves the riparian vegetation to the maximum extent practicable, where development is adjacent to the Willamette River setback.
 - e.** Pedestrian pathways and open space areas are defined with landscape materials, trees, and shrubs.
 - f.** Signature trees (for example, large or unique trees), hedges and flowering plants provide focal points for the development area.
 - g.** Trees provide summer shading within common open space areas and within front yards when street trees cannot be provided.
 - h.** A combination of plants is provided for year-long colour and

interest, and a variety of tree types is distributed throughout the site to maximize coverage.

- i. Landscaping is used to screen outdoor storage and mechanical equipment areas, and to enhance graded areas including berms, swales and detention/retention ponds within the development area.
- j. Trash collection, recycling areas, service areas, and loading docks are screened on all sides so that no portion is visible from public streets, alleys, and adjacent properties. Required screening may include new and existing plantings, walls, fences, screen panels, doors, topographic changes, buildings, horizontal separation, or any combination thereof.
- k. Landscaping is provided to define and accentuate the primary entry way of a dwelling unit or combination of dwelling units.
- l. Vertical and horizontal landscape elements are provided along all exterior walls to soften the visual impact of new residential construction, and promote the residential character of the site.
- m. Landscaping or a combination of landscaping and fencing is used to buffer multi family developments from abutting properties.
- n. In multi family developments, landscaping is planted and fencing installed that does not obscure visual surveillance of common open space, parking areas, or dwelling entryways.
- o. In multi family developments, fencing is designed to provide privacy and buffer sound, but does not create long expanses of uninterrupted walls.

E. Street Connectivity and Vehicular Circulation Standards. The intent of the Street Connectivity And Vehicular Circulation requirements within the GR Plan District is to encourage developments that are easily accessible for all modes of transportation, to promote the scale and character of a mixed use retail and residential district, to provide safe, direct, and convenient pedestrian circulation, to provide safe and efficient site access between parking areas and multi-family developments, and to encourage pedestrian and vehicle circulation linkages that will integrate amenities within multi family developments with the surrounding area.

- 1. Development within the GR Plan District shall incorporate the Street Connectivity and Circulation standards specified in Section 3.2-625E., and Multi Family Residential or Mixed Use Residential development shall meet the standards for vehicular circulation specified in Section 3.2-240D.9.

2. Alternatively, development shall satisfy the intent of the Street Connectivity and Vehicle Circulation Standards described above and shall comply with the following guidelines, addressed during Site Plan Review:

- a. Public pedestrian access between streets provides an interconnected pedestrian circulation system within the development area and adjacent development.**
- b. A continuous pedestrian and/or multi-use pathway system is provided within the development area to ensure safe, direct and convenient pedestrian circulation.**
- c. The development is designed so that public and private transportation connections are provided to surrounding areas.**
- d. Block length is consistent with Section 4.2-115.**
- e. An internal circulation plan is provided that promotes accessibility to and from the site for all modes of transportation.**
- f. Access is designed and constructed to consolidate driveways with existing or future adjacent developments.**
- g. Methods that minimize vehicle and pedestrian conflicts are incorporated into the design of the development.**
- h. Driveway access is connected to alleys and local streets, rather than directly onto arterial streets.**
- i. Loading and service areas are located for ease of use and minimal conflict with on-site parking and circulation activities.**

F. Pedestrian Amenities. The intent of the pedestrian amenity requirements for development within the GR Plan District is to provide comfortable and inviting pedestrian spaces. Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of the Glenwood Riverfront, and contribute to a walkable district.

- 1. Development within the GR Plan District shall incorporate the Pedestrian Amenity standards specified in Section 3.2-625G.**
- 2. Alternatively, development shall satisfy the intent of the Pedestrian Amenity Standards described above and shall comply with the following guidelines, addressed during Site Plan Review:**
 - a. Pedestrian amenities are visible and accessible to the general public from a fully improved street. Access to pocket parks, plazas, and sidewalks are provided via a public right-of-way or a public access easement.**

- b. The size and capacity of pedestrian amenities is roughly proportional to their expected use, including use by employees, customers, residents, and other visitors.
 - c. Pedestrian amenities are consistent with the character and scale of surrounding developments. For example, similarity in awning height, bench style, planter materials, street trees, and pavers fosters continuity in the design of pedestrian areas. Materials are suitable for outdoor use, easily maintained, and have at least a 10-year expected service life.
 - d. Bus stops, as a pedestrian amenity, are designed to Lane Transit District standards.
- G. Parking Standards.** The intent of the parking standards for development within the GR Plan District is to minimize the amount of land devoted to off-street parking; develop land so that the primary focus is not the parking areas; to ensure that parking structures and lots are visually pleasing; to minimize the visual and environmental impact of parking areas; to increase Springfield's commercial land inventory by allowing retail uses on the ground floor of parking structures; to provide services for residents of nearby residential developments; and to provide adequate parking to serve development.
- 1. Development within the GR Plan District shall incorporate the parking standards specified in Section 4.6-125, and Multi Family Residential or Mixed Use Residential development shall meet the standards for Parking specified in Section 3.2-240D.8.
 - 2. Alternatively, development shall satisfy the intent of the Parking Standards described above and shall comply with the following guidelines, addressed during Site Plan Review:
 - a. Parking areas are designed to minimize the expanse of continuous parking and impervious surfaces.
 - b. Parking areas are designed and located to reinforce the pedestrian orientation of the GR Plan District.
 - c. Parking areas are designed to minimize the impact to abutting properties and promote the human scale of development.
 - d. Canopy trees are distributed throughout the parking area, including the perimeter of the parking lot.
 - e. Sufficient shade is provided for all surface parking areas.
 - f. Pedestrian pathways are provided that connect parking areas to and between buildings, open space areas, and surrounding uses.

- g.** Topography, natural contours, and natural features including stands of trees are considered in the design of parking areas and circulation systems.
- h.** Parking area circulation systems are designed to minimize vehicle and pedestrian conflicts.
- i.** Parking areas are located to minimize views from the public right-of-way and abutting properties.
- j.** Parking areas are located to the rear or side of buildings.
- k.** Adequate, pedestrian scale lighting is provided in parking areas.
- l.** Pedestrian scale and orientation that is consistent with a pedestrian-oriented retail and residential district is provided for all parking areas.
- m.** Stormwater treatment techniques, including swales and pervious pavement treatments are included in all parking areas.
- n.** Parking lots are sited and designed to mitigate adverse lighting and noise impacts on residents.
- o.** In multi-family developments, pedestrian connections through parking areas are enhanced through scored concrete, striping, landscaping or other identification methods that provide compatibility in design and materials between parking areas and the dwelling units.
- p.** In commercial and mixed use commercial areas, parking structures provide retail storefronts at the ground level at the periphery of parking areas and structures. In residential areas, the street side of residential parking structures may contain facilities or services for residents, including, but not limited to: laundry rooms, lobbies, or exercise rooms.
- q.** In cases where a parking structure extends to the periphery of a site, the design of the structure reflects the massing, building materials, fenestration and detailing of adjacent and abutting buildings.
- r.** Entries are designed to be subordinate to the pedestrian entry in scale and detailing. If possible, automobile entries to parking structures are located away from the street, to the side or rear of the building.
- s.** Parking structures are sited and designed to mitigate adverse lighting and noise impacts on residents.

H. Height Standards. The intent of the building height standards for development in the GR Plan District that is not adjacent to the Willamette River is to encourage a built environment that provides compatibility with the surroundings, but also provides opportunities for higher density development and views of the Willamette River. Where a development proposes to exceed the height limitations of the underlying zoning district, the applicant shall illustrate the development meets the intent of the height standards, and satisfies the following guidelines. In no case may a development proposal exceed 90 feet in height within the GR Plan District. See Section 3.4-265 for height standards for development adjacent to the Willamette River.

1. Additional on-site pedestrian amenities are provided where a building exceeds the maximum height standards of the underlying zoning district.
2. When a greater height standard is proposed, a building offset interval along structure facades is established.
3. Structures that optimize light and views of the Willamette River and surroundings are provided.
4. Buildings are designed and constructed to take advantage of views to the Willamette River and surrounding natural features, including private open space on upper floors, and building facades with windows.
5. Provide additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to create a height transition between the proposed development and adjacent development. Roof equipment and other similar features necessary to a building operation are screened, and may not exceed 8 feet in height.

3.4-255 Standards Specific to Residential Development

- A. Storage.** The intent of the storage standards for MUR, MDR, and HDR development is to provide space for trash receptacles, personal storage, and equipment. All new residential and mixed use residential development shall meet the storage standards specified in Section 3.2-240D.4.
- B. Open Space.** The intent of the open space requirements in the MUR, MDR, and HDR development is to provide usable common and private open space for residents and centrally located open space for activities; maximize private open space for each dwelling unit; preserve exposure to light, air, and visual access; provide safe children's play areas interspersed and centrally located within multi family developments; maximize visual relief from structural bulk; promote active recreational opportunities within open space; and provide pedestrian access to all common open space areas to promote active use.
1. All multi family development within the GR Plan District shall meet the standards for Open Space specified in Section 3.2-240D.5.

2. Alternatively, development shall satisfy the intent of the Open Space standards described above and shall comply with the following guidelines, addressed during Site Plan Review.

- a.** The design and development of open space retains and conserves the riparian vegetation to the maximum extent practicable, where development is adjacent to the Willamette River setback.
- b.** Native trees, shrubs, or other plants adapted for survival and growth in the Eugene-Springfield area are utilized in open space areas.
- c.** Trees proposed are in scale with the proposed development.
- d.** Open spaces and plazas are incorporated into the development that provide pleasing transitions between uses, soften and buffer utilities and loading areas, and provide variety next to buildings, along walkways, and within pedestrian plazas.
- e.** Open space areas are included which are in scale with the development and sited to invite activity appropriate to adjoining uses.
- f.** Pedestrian amenities, including, but not limited to: seating areas, drinking fountains, low level directional signs, and waste receptacles are provided in open space areas.
- g.** The design provides a cohesive open space and pedestrian network within the development, with appropriate connections to surrounding properties and uses.

C. **Pedestrian Circulation.** The intent of the pedestrian circulation requirements is to provide separation between vehicles and pedestrians, and to provide clear, direct, safe, and identifiable connections between individual units, parking, storage, common open space areas, public sidewalks, and neighborhood uses.

- 1.** All multi family development within the GR Plan District shall meet the standards for Pedestrian Circulation specified in Section 3.2-240D.7.
- 2.** Alternatively, development shall satisfy the intent of the Pedestrian Circulation Standards described above and shall comply with the following guidelines, addressed during Site Plan Review.
 - a.** Privacy of ground floor residents is considered in the design of pedestrian circulation within the development area.
 - b.** Pedestrian linkages integrate amenities, including, but not limited to: open space areas, walkways, and activity centers within the multi-family developments and with the surrounding area.

- c. The design of pedestrian pathways considers the natural contours, features, and topography of the site.
- d. Pedestrian circulation areas include sidewalks, landscaping, crosswalks, and pedestrian-scale lighting.
- e. Pedestrian pathways are provided that connect to and between buildings, open space, parking areas, and surrounding uses.
- f. Adequate lighting levels for parking and pedestrian pathways are provided.
- g. Pedestrian scale lighting is provided within internal blocks and walkways on poles not more than 16 feet high and shielded to light the walkways and open spaces only.
- h. Clear and identifiable pedestrian connections to and between buildings are provided.

3.4-260 Special Standards for Development Fronting the Willamette River

- A. **Special standards.** The intent of the special standards relating to development adjacent to the Willamette River is to implement the goals and policies relating to the Willamette River as expressed in the Glenwood Refinement Plan, Subarea 8: The River Opportunity Area and the Willamette River Site Development Guidelines, and to:
 - 1. Recognize and respect the beauty and character of the Willamette River;
 - 2. Conserve and enhance the existing riparian zone along the Willamette River;
 - 3. Conserve and enhance property values;
 - 4. Preserve, protect, and enhance water quality;
 - 5. Encourage development, preservation, and enhancement of reasonable public access to the river for recreational use and visual enjoyment.
- B. **Proposals for development adjacent to the riparian corridor setback area shall consider the following, within a new Master Plan, Master Plan Modification, or Site Plan Review application:**
 - 1. **Riparian setback area.** The setback for all new buildings, parking lots, and loading areas shall be a minimum of 75 feet from the top of bank, or as identified on the City's Water Quality Limited Watercourse Map in the Development Services Department, unless significant stands of trees or other identified natural resources warrant a greater setback.

EXCEPTION: Rebuilding of existing structures. The setback restriction shall not prohibit rebuilding an existing structure provided that the rebuilt

structure is comparable in size, profile, use, and location to the structure that previously existed. The term "new development" shall not include rebuilding an existing structure provided that the rebuilt structure is comparable in size, profile, use and location to the structure that previously existed.

2. **Conservation of natural features.** Major outcrops, stands of trees, riparian areas, or other prominent natural features are an important part of the visual character and quality of the community. The impacts of the proposal on these resources will be reviewed, and limitations may be placed on the amount of removal. In order to mitigate adverse impacts, additional screening may be required, or a reduction in the size of the building or structure may be required.
3. **Compatibility with existing area.** The proposed development is similar with the existing surroundings, in terms of building bulk, height, location, separation, shape, parking areas, lighting, fences, landscaping, open space, visual and physical corridors to the river, and adjacent land use.
4. **View Protection.**
 - a. New development shall preserve and enhance views of the Willamette River and the views across the river to Kelly Butte and downtown Springfield. These regulations are not intended as a guarantee that a view will be preserved or created, only to require special and significant efforts to maintain and provide views.
 - b. New structures shall be designed and located to preserve and enhance views of the Willamette River and across the river.
 - c. Restaurants, outdoor cafes, housing, public gathering places, and hotels shall be oriented to available views, especially views of the Willamette River, where feasible.
 - d. Development along the Willamette Greenway Boundary or setback shall be designed and constructed to take advantage of views to the Willamette River, including private open space on upper floors and building facades with windows that face the river.
 - e. Staff may require site sections, photographs, view diagrams, survey spot elevations, view easements and other similar tools in order to ensure compliance with the requirements of Section 3.4-265.
5. **Conditions of Approval.** For projects proposing development adjacent to the riparian corridor setback area, the degree to which the project provides public access along the riverfront may be evaluated and dedication of public access along the riverfront may be required. Other conditions of approval for projects may include enhanced landscaping, minimum corridors between buildings, variations in building setbacks, size

or bulk of facades, limitations on building heights, lighting, the size and shape of windows facing the river, and the location of parking areas.

- C. Proposals for development adjacent to the riparian corridor setback area shall not exceed 35 feet in height.

3.4-265 Street, Sidewalk, and Alley Standards

- A. Development proposals that utilize the Glenwood Riverfront Plan as a Master Plan shall use the streetscape cross-sections illustrated in the Glenwood Riverfront Plan.
- B. Development proposals that use the Master Plan Modification process shall design the transit stations according to Lane Transit District standards, and street and sidewalk system using the City's existing street standards specified in Section 4.2-105, the Glenwood Riverfront Plan, or satisfy the criteria of approval listed for Master Plans within the GR Plan District.
- C. Alley Standards
 1. All blocks or individual sites shall be served by alleys, all vehicular access for on-site parking, services and utilities shall be accessed by alleys.
 2. Alley right-of-way shall be a minimum of 22 feet-wide with 14 feet paved for vehicular uses. Within this right-of-way, the alley shall provide visible and direct pedestrian walkways and connections to the commercial mixed use or central areas of the proposed redevelopment scheme. The pedestrian portion shall be distinguished from the vehicular portion of the alleys. The walkways are encouraged to be paved with pervious materials.
 3. Alleys shall drain to lined interior "block" swales or from drains then piped to swales as the grades permit.
- D. Alley Space. Where feasible, outdoor café seating, landscaping, signage, lighting and display features shall be included in alley design. Alley space shall be designed to minimize service functions, to screen trash/storage areas and to enhance pedestrian/patron use.

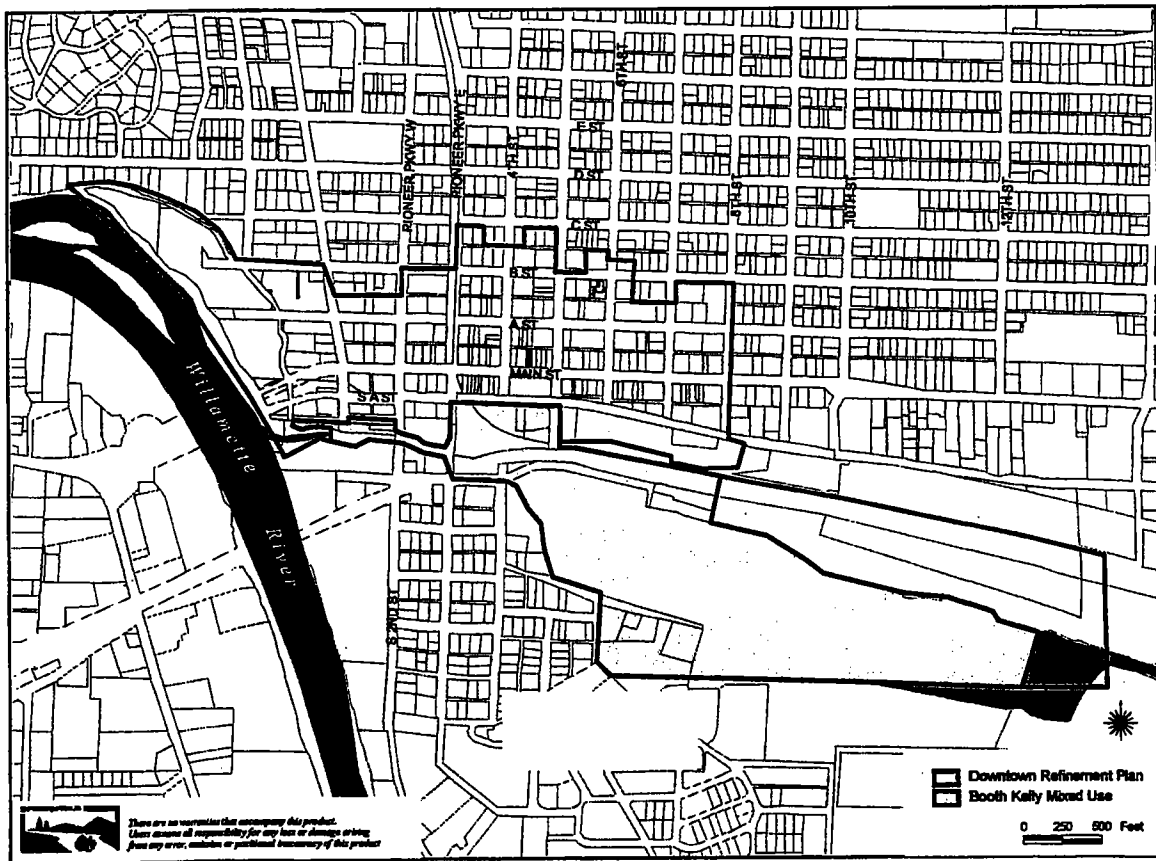
3.4-270 Drainage System Standards

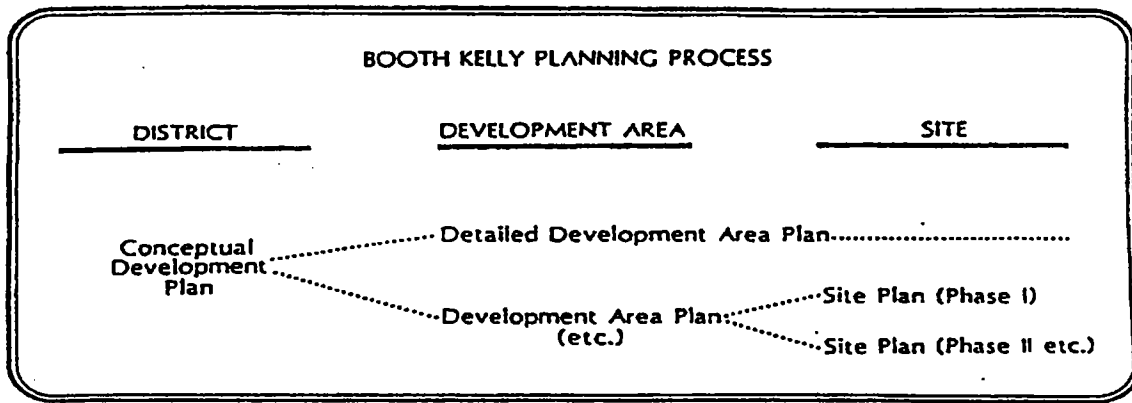
Development proposals within the GR Plan District shall use the "Storm Drainage Master Plan for the Glenwood Riverfront Area", the drainage design standards developed as part of the Glenwood Riverfront Plan, and the Engineering Design Standards and Procedures Manual as guidance for designing drainage systems within the GR Plan District, as interim guidance until the City adopts the Stormwater Facilities Master Plan.

Section 3.4-300 Booth-Kelly Mixed Use Plan District

3.4-305 Establishment of the Booth-Kelly Mixed Use Plan District

The Booth-Kelly Mixed Use (BKMU) Plan District is established to implement the Downtown Refinement Plan text addressing the Booth-Kelly Development Area. The standards of the BKMU Plan District are intended to be applied in conjunction with the policies of the Downtown Refinement Plan. The BKMU Plan District provides for a mixed use employment center that complements Downtown Springfield. Within the BKMU Plan District, a variety of commercial, industrial, recreational and residential land uses are encouraged in a pedestrian-oriented setting that takes advantage of the BKMU Plan District's natural features. The Conceptual Development Plan and the Site Plan Review process will ensure that Metro Plan policies are considered in the development process, that land use conflicts are minimized, and that the BKMU Plan District's full development potential is realized.





3.4-310 Development Area Plan and Design Standards

- A. The minimum development area for major redevelopment or new construction shall be 10 acres.

EXCEPTIONS:

- 1. The 10 acre minimum development area does not apply to lots/parcels fronting South "A" Street or the minor expansion of existing structures on existing lots.
 - 2. The minimum development area may be reduced when the Director determines that the development proposal is in all other respects consistent with this Section, the Downtown Refinement Plan and the approved Conceptual Development Plan.
- B. Development Area Plans shall be prepared by a design team comprised of a project architect, engineer and landscape architect, one of whom shall serve as a coordinator. The design team shall certify that the Development Area Plan is in conformance with Section 5.17-100.
 - C. The Development Area Plan shall comply with the following criteria:
 - 1. The proposed development will create an attractive, safe, efficient, and stable environment within the Development Area.
 - 2. Proposed buildings, streets and other uses will be designed and sited to ensure preservation of significant on-site vegetation, topographic features, and other unique or valuable natural features, and to prevent soil erosion or flood hazard and mitigate impacts on abutting properties.
 - D. If the Development Area Plan complies with all Site Plan Review standards of this Code subsequent permitted uses shall not require additional Site Plan Review.

3.4-315 Conceptual Development Plan

Major redevelopment and new construction shall be consistent with a Conceptual Development Plan approved by the Planning Commission, unless specified in Section 3.4-310.

- A. Development shall occur as specified in a Conceptual Development Plan for the entire BKMU Plan District. The Conceptual Development Plan or subsequent plans shall be prepared by a team of design professionals with demonstrated experience in designing large mixed-use developments. The Conceptual Development Plan shall consider the BKMU Plan District's natural features and amenities, access and circulation needs, the provision of public facilities and services, the development needs of future users and access to arterial and collector streets. Access to the Millrace and Millpond shall be maximized for all properties and land uses within the BKMU Plan District.
- B. The Conceptual Development Plan shall be submitted to the Director, who shall prepare a staff report to the Planning Commission. The Planning Commission shall review the Conceptual Development Plan (a public hearing is not required). The Conceptual Development Plan shall be approved or approved with modifications including affirmative findings of compliance with the Metro Plan, the Downtown Refinement Plan and other applicable plans. The approved Conceptual Development Plan shall be kept on file in the Development Services Department.
- C. Should a subsequent developer wish to depart from the Conceptual Development Plan, a modified Plan shall be developed cooperatively by the City and the subsequent developer, after consultation with representatives of adjacent heavy industrial property. Representatives of existing development in the BKMU Plan District may be consulted regarding proposed modifications at the discretion of the Director. The modified Conceptual Development Plan shall then be reviewed and approved as specified in Subsection B., above

3.4-320 Schedule of Use Categories

- A. The following uses are permitted subject to Site Plan Review approval, unless exempted elsewhere in this Section. It is expected that interim uses of buildings existing prior to the adoption of this Section will take place until redevelopment of the entire BKMU Plan District occurs under an approved Conceptual Development Plan.
- B. The following buildings and uses are permitted in this Plan District as indicated subject to the provisions, additional restrictions and exceptions specified in this Code.

"P" = PERMITTED USE subject to the standards of this Code.

"S" = SPECIAL DEVELOPMENT STANDARDS subject to special locational and/or siting standards as specified in Section 4.7-100.

"D" = DISCRETIONARY USE subject to review and analysis under Type III procedure (Section 5.9-100) at the Planning Commission or Hearings Official level.

"N" = NOT PERMITTED

SITE PLAN REVIEW SHALL BE REQUIRED, unless exempted elsewhere in this Code.

CATEGORIES / USES	
Residential uses	
Cluster Subdivisions (Section 3.2-230)	P
Condominiums (Section 4.7-130)	S
Multiple family dwellings (Section 4.7-120D.)	S
Business and professional offices and personal services	
Accountants, bookkeepers and auditors	P
Advertising / marketing agencies	P
Architects, landscape architects and designers	P
Art studios, fine and performing	P
Art restoration	P
Attorneys	P
Audio / video production studio	P
Authors / composers	P
Bank, credit unions and savings and loans	P
Barber and beauty shops	P
Business schools	P
Catering services	P
Clinics and research / processing laboratories	P
Collection agencies	P
Commodity contract brokers and dealers	P
Computer and information services	P
Child care facilities (See Section 4.7-125)	S
Dentist	P
Detective and protective agencies	P
Diaper service	P
Doctors	P
Grafting, graphics and copy services	P
Employment agencies	P
Engineers and surveyors	P
Financial planning, investment services	P
Funeral services	P
Graphic art services	P
Gymnastics instruction	P
House cleaning services	P
Insurance carriers, agents, brokers and services	P
Interior decorator and designers	P
Laundry, dry cleaning, including self service, and ironing services	P
Loan companies, other than banks	P
Locksmiths	P
Lumber brokers	P
Mailing services / mail order sales	P
Management and planning consultants	P
Manufactured unit as a temporary construction or general office or sales office	P
Motion picture studio / distribution	P
Newspaper office and production	P
Non-profit organizations	P
Opticians	P

Performing arts instruction	P
Photocopying	P
Photography studios	P
Planners, land use	P
Printing / publishing	P
Private investigator	P
Psychologists and counselors	P
Real estate sales and management	P
Scientific and educational research	P
Security systems services	P
Self-defense studio	P
Shoe repair	P
Stenographers and secretarial services	P
Stockbrokers	P
Swimming pool cleaning	P
Tailors	P
Tanning salons	P
Telephone answering services	P
Title companies	P
Travel agencies	P
TV and radio broadcasting studios	P
Typing services	P
Window cleaning	P
Certain Wireless Telecommunications Systems Facilities	See Section 4.3-145
<i>Eating and drinking establishments</i>	
Cocktail lounges	P
Delicatessens	P
Sit down restaurants	P
Taverns	P
<i>Recreational facilities (Section 4.7-205)</i>	
Amusement park	P
Arcades	P
Art studios, fine and performing	P
Athletic field	P
Auditoriums	S
Batting cages	S
Bingo parlors	P
Bowling alleys	P
Dance halls	S
Exercise studios	P
Exhibition hall	P
Golf driving range	P
Gyms and athletic clubs	P
Hot tub establishments	P
Hydrotubes	S
Miniature auto race track	P
Miniature golf	P
Movie theaters, indoor	P
Movie theaters, drive-in	S
Non-alcoholic nightclubs	P
Off-track betting facility	P
Parks, private and public	P
Play/tot lot	P

Playground	P
Pool halls	P
Recreation center	P
Riding stable	P
Shooting range	S
Skating rinks	S
Stadiums	S
Swimming pools	P
Tennis, Racquetball and handball courts	P
Theater, legitimate	P
Velodromes	S
Water skiing facilities	P
Retail sales	
Antiques	P
Apparel	P
Art galleries and museums	P
Art supplies	P
Auction / flea markets	P
Automobiles	N
Bakeries	P
Bicycles	P
Boats	P
Books	P
Camera and photographic supplies	P
Campers	N
Candy, nuts and confectionery	P
China, glassware and metal ware stores	P
Cigars and cigarettes	P
Computers, calculators and other office machines	P
Convenience stores	P
Dairy products	P
Department stores	P
Draperies, curtains and upholstery	P
Dry goods, and general merchandise	P
Electrical supplies	P
Equipment rental and leasing	P
Fabrics and accessories	P
Factory Outlet stores	P
Farm equipment	P
Feed, grain and hay stores	P
Film drop-off and pick-up	P
Fish	P
Floor coverings	P
Florists	P
Fruits and vegetables	P
Furniture	P
Furriers	P
Groceries	P
Hardware	P
Hobby supplies	P
Household appliances	P
Jewelry	P
Liquidation Outlets	P

Luggage and leather	P
Magazines and newspapers	P
Mail order houses	P
Manufactured (mobile) / modular homes	P
Meats	P
Medical and dental supplies	P
Musical instruments and supplies	P
Novelties and gifts	P
Office equipment	P
Paint, glass and wallpaper	P
Pharmacies	P
Pottery	P
Radios, televisions and stereos	P
RV's, fifth wheelers and trailers	P
Sewing machines	P
Shoes	P
Small electrical appliances	P
Sporting goods	P
Stationary stores	P
Supermarkets	P
Toys	P
Transient merchants	P
Weapons dealers	P
Social and public institutions	
Charitable services	P
Community and senior centers	P
Educational branch facilities	P
Fraternal and civic organizations	P
Labor unions	P
Public offices	P
Transient accommodations	
Bed and breakfast (Section 4.7-120)	S
Emergency shelter / facilities	P
Hotels	P
Motels	P
RV parks	P
Youth hostels	P
Transportation facilities (Section 4.7-240)	
Bus terminals	D
Docks and marinas	D
Heliports	S
Helistops	S
Train Stations	S
Warehouse commercial retail and wholesale sales	
Cold storage lockers	D
Electrical supplies	P
Floor covering sales	P
Large electrical appliance sales	P
Lumber yards and building materials	D
Merchandise vending machine operators	P
Mini warehouses, other inside storage	P
Outdoor storage areas / yards	P
Plumbing and heating supplies and contractors	P

Unfinished furniture	P
Warehouse / commercial uses engaged primarily in the wholesaling of materials to the construction industry (Section 4.7-245)	S
Wholesale trade, warehousing, distribution and storage	P
Manufacture and / or assembly of:	
Appliance	P
Apparel and other finished products made from canvas, cloth, fabrics, feathers, felt, leather, textiles, wool, yarn and similar materials	P
Chemical and chemical products	P
Communication equipment, including radio and television equipment	P
Compounding, or treatment of the following previously prepared materials: bone, cellophane, clay, cork, Fiberglas, glass, hair, horns, metal, paper, plastics, shells, stones, synthetic resins, textiles, tobacco, wool and yarns.	P
Concrete blocks. Cinder blocks and septic tanks	P
Costume jewelry, novelties, buttons and misc. notions	P
Cutlery, hand tools and hardware	P
Dairy products, including butter, cream, cheese, milk, yogurt	P
Electronic components and accessories	P
Electronic transmissions and distribution equipment	P
Engineering, laboratory, scientific and research instruments	P
Finished wood manufacturing and assembly, including cabinets, door frames and picture frames	P
Food processing and packaging to include candy and other confectionary products, vegetables, meat, poultry and seafood	P
Furniture, including restoration	P
Greeting cards, business forms and other business related printing	P
Industrial machinery	P
Lumber, wood and paper products	P
Manufactured / modular housing and allied components	P
Measuring, analyzing and controlling instruments	P
Medical, dental and surgical equipment and supplies	P
Medicinal chemicals and pharmaceutical products	P
Metal and metal alloy products	P
Metal fabrication machine shops	P
Musical instruments	P
Paints, varnishes, lacquers, enamels and allied products	P
Prosthetic and orthopedic devices	P
Office computing and accounting equipment	P
Optical instruments, including lenses	P
Perfumes and toiletries	P
Photographic equipment and supplies	P
Signs and advertising display	P
Toys, sporting and athletic goods	P
Transportation equipment including airplanes, auto, boats, buses, helicopters, motorcycles, railroad cars, RV's, trailers and trucks	P
Watches, clocks and related components	P
Other primary industrial uses (Section 4.7-245)	
Business, labor, scientific and professional organizations	P
Cleaning and dyeing plants	P
Ice and cold storage plants	P
Lubricating oils and greases	P
Media productions, including TV and radio broadcasting, motion picture production and newspaper / books / periodical publishing	P
Plating, and coating works	P

Regional distribution headquarters	P
Research development and testing laboratories and facilities	P
Recycling facilities	P
Warehouse / commercial uses engage primarily in the wholesaling of materials to the construction industry	S
Transportation related, non-manufacturing	
Automotive and heavy equipment repair and service including the recapping and re-treading of tires	P
Maintenance facilities for passenger bus vehicles or motor freight vehicles	P
Education	
College level education facilities	P
Trade Schools	P
Public and private parks (Section 4.7-200)	
Pocket / Neighborhood Parks	S
Community Parks	S
Public utility facilities	
Communications towers, transmitters and relays	D
High impact facilities (Section 4.7-160)	S
Low impact facilities	P
Fish hatcheries	P

3.4-325 Base Zone Development Standards

- A. The minimum lot/parcel size in the BKMU Plan District shall be 6,000 square feet for residential and commercial uses and 10,000 square feet for industrial uses. No land division is permitted prior to approval of a Conceptual Development Plan for the BKMU Plan District. The Director may waive the requirement that buildable City lots/parcels have frontage on a public street as specified in Section 4.2-120A.
- B. Unless modified by solar access standards, landscaped setbacks from the exterior boundaries of the BKMU Plan District and setbacks abutting existing and future public or private rights-of-way dedicated on the approved Conceptual Development Plan shall be 10 feet for buildings and 5 feet for parking and driveways. Zero lot line structures are permitted.
- C. Where an easement is larger than the required setback standard, no building or above grade structure, except a fence, shall be built upon or over that easement.
- D. There shall be no building height standards in the BKMU Plan District unless abutting a Medium Density Residential (MDR) use. In this case, one of the following building height limitations applies:
 - 1. When abutting an MDR use to the north, the maximum building height shall be defined by the Maximum Shade Point Height requirement of Section 3.2-225A.1.b., or up to 50 feet south of a northern lot/parcel line a plane extending south with an angle of 23 degrees and originating from the top of a 16 foot hypothetical fence located on the northern lot/parcel line.
 - 2. When abutting an MDR use to the east, west and south, the building height limitation shall be no greater than that permitted in the MDR use for a distance of 50 feet.

- E. Incidental equipment may exceed the height standards if no additional floor space exceeding that necessary for the equipment is provided.**

Section 3.5-100 Refinement Plan Policies - Opus

(Reserved for Future Use)

CHAPTER 4 DEVELOPMENT STANDARDS

Section

- 4.1-100 Infrastructure Standards – Reference Documents**
- 4.2-100 Infrastructure Standards – Transportation**
- 4.3-100 Infrastructure Standards – Utilities**
- 4.4-100 Landscaping, Screening And Fence Standards**
- 4.5-100 On-Site Lighting Standards**
- 4.6-100 Vehicle Parking, Loading And Bicycle Parking Standards**
- 4.7-100 Specific Development Standards For Certain Uses**
- 4.8-100 Temporary Use Standards**

Section 4.1-100 Infrastructure Standards – Reference Standards

4.1-105 Purpose

These regulations provide standards for the design and construction of the following public and private infrastructure: transportation facilities, including streets, sidewalks 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

- 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 and serve all lots/parcels, buildings or structures as specified in applicable Metro Plan policies, including Auxiliary Map#1, TransPlan, other functional plans; the Conceptual Local Street Map; applicable Refinement Plans, Plan Districts, Master Plans, and Conceptual Development Plans; 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, 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, 1997, the City's *Engineering Design Standards and Procedures Manual* and, the Public Works Standard Construction Specifications. The Public Works Director retains the right to modify their 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.
- 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 Public Works 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.

Section 4.2-100 Infrastructure Standards – Transportation

4.2-105 Public Streets

A. General Provisions.

1. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, and to the planned use of land to be served by the streets. The street system shall assure efficient traffic circulation that is convenient and safe. Grades, tangents, curves and intersection angles shall be appropriate for the traffic to be carried, considering the terrain. Street location and design shall consider solar access to building sites as may be required to comply with the need for utility locations, and the preservation of natural and historic inventoried resources. Streets shall ordinarily conform to alignments depicted in TransPlan, the Regional Transportation Plan (RTP), applicable Refinement Plans, Plan Districts, Master Plans, Conceptual Development Plans, or the Conceptual Local Street Map. The arrangement of public streets shall provide for the continuation or appropriate projection of existing streets in the surrounding area, unless topographical or other conditions make continuance or conformance to existing street alignments impractical.
 - a. The following street connection standards shall be used in evaluating street alignment proposals not shown in or different from an adopted plan or that are different from the Conceptual Local Street Map:
 - i. Streets shall be designed to efficiently and safely accommodate all modes of travel including emergency fire and medical service vehicles.
 - ii. The layout of streets shall not create excessive travel lengths, particularly for pedestrians and cyclists.
 - iii. Streets shall be interconnected to provide for the efficient provision of public facilities and for more even dispersal of traffic.
 - iv. New streets shall be designed to accommodate pedestrians and bicycles safely.
 - v. The street circulation pattern shall provide connections to and from activity centers for example, schools, commercial areas, parks, employment centers, and other major attractors.
 - vi. Street design shall minimize impacts to waterways and wetlands, and shall follow slope contours where possible.

- vii. Street design shall enhance the efficiency of the regional collector and arterial street system by providing relatively uniform volumes of traffic to provide for optimum dispersal.
 - viii. Streets identified, as future transit routes shall be designed to safely, efficiently and physically accommodate transit vehicles.
 - ix. Streets shall meet all design standards in this Code, the *City's Engineering Design Standards and Procedures Manual*, the Public Works Standard Construction Specifications, and the Springfield Municipal Code, 1997.
 - x. Streets shall provide logical and efficient extensions of the public street system to adjoining properties.
- b. The Director, in consultation with the Public Works Director, may modify the Conceptual Local Street Map when a proposed alignment is consistent with the street connection standards in Subsection 1.a., above or when existing conditions make application of the Conceptual Local Street Map impractical or inconsistent with accepted transportation planning principles.
2. All streets and alleys shall be dedicated and improved as specified in this Code.
 3. Development Approval shall not be granted where a proposed application would create unsafe traffic conditions.
 4. A developer may be required to prepare a Traffic Impact Study (TIS) to identify potential traffic impacts from proposed development and needed mitigation measures. The study shall be included with a development application, in any of the following instances:
 - a. Where the Public Works Director determines that a TIS is necessary to support a request for a Variance from the transportation provisions of this Code.
 - b. When a land use would be estimated to generate 500 or more vehicle trips per day as specified in the current version of the Institute of Transportation Engineers Trip Generation Informational Report. The basic requirements for a TIS are specified in the Department of Public Works Standard Operating Procedures which may be amended by the Public Works Director as necessary to address potential impacts of specific land development proposals.
 - c. Where the Public Works Director determines that a TIS is necessary to address known traffic safety or street capacity concerns associated with the proposed development, the Public Works Director will determine the nature and extent of the TIS.

d. The Director, in consultation with the Public Works Director, may modify TIS requirements consistent with TransPlan and the intent of this Code when existing conditions make their strict application impractical or inconsistent with accepted site planning or transportation planning principles.

B. Streets shall be dedicated through the approval of a subdivision plat, or by acceptance of a deed when approved by the City for general traffic circulation, as specified in the Metro Plan and the TransPlan.

C. Street right-of-way widths are as specified in Table 4.2-1, unless otherwise indicated in TransPlan, the Conceptual Local Street Plan, or where necessary to achieve right-of-way and street alignment.

Table 4.2-1

Street Right-of-Way and Curb-To-Curb Width Specifications

Type Of Street	Minimum Right-of-Way	Minimum Curb To Curb
Major Arterial	100'	76'
Minor Arterial	70'	48'
Collector	60'	36'(3)
Local Street		
<15 percent slope (1)	50'	36'
>15 percent slope (1)	40'	28'(2)
<1200' length and <1000 vehicle trips per day	40'	28'
Cul-de-sac bulb	83'	70'
Alley	20'	20'(4)

- (1) i.e., the average slope of the development area.
- (2) 20' streets are allowed with approved parking bays of 8'x 24' per vehicle.
- (3) Additional right-of-way may be required to accommodate a center turn lane where significant volumes of left-turn traffic occur.
- (4) Alleys do not have curbs, 20' is the entire paving width.

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

E. Dead-end streets.

1. Dead-end streets shall terminate in cul-de-sac bulb, "hammerhead" or other design that provides an adequate vehicular turn-around area as may be approved by the Public Works Director and the Fire Marshal.
2. A dead-end street, excluding the bulb or other approved vehicular turn-around area, shall have a minimum length of 65 feet and shall have a maximum length of 400 feet as measured from the nearest curb line of the intersecting street. The right-of-way and paving requirements for

cul-de-sacs, including the bulb or other approved vehicular turn-around area, are as specified in the 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 areas will be permitted as specified in the City's *Engineering Design Standards and Procedures Manual*. In this case, the 400 foot maximum length standard shall not apply.

3. Where there is an existing dead-end street without a turn-around at the time of development that generates additional vehicular trips, the property owner shall provide for a turn-around area to the satisfaction of the Public Works Director and the Fire Marshall. Permitted vehicular turn-around areas may include, but are not limited to hammerheads, partial cul-de-sac bulbs and private driveways.
- F. Where necessary to ensure that adequate access will be feasible for the orderly development and/or division of adjacent land or to provide for the transportation and access needs of the City as determined by the Public Works Director, streets shall be extended to the appropriate boundary of the property proposed to be developed, partitioned or subdivided. A City standard barricade and/or signs and markings as may be necessary to adequately warn traffic approaching the end of the street shall be constructed at the developer's expense.
- 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, 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 Recording Officer 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 multi-family 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. In subdivisions, 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, prior to occupancy or Final Plat approval may be required.
 - 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 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.
- I. Signs and Signals.
 - 1. All traffic control signs, traffic signals pavement markings and street name signs shall 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*, the Public Works Standard Construction Specifications and this Code.
 - 2. Unless otherwise approved by the Public Works 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.
 - b. Where a proposed street intersection will result in an immediate need for a traffic signal, 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 shall be consistent with adopted Lane Transit District construction and design standards and location policies.
- K. Street names are assigned as specified in the Springfield Municipal Code, 1997.

4.2-110 Private Streets

- A. Private streets are permitted within Mobile Home/Manufactured Dwelling Parks and singularly owned developments of sufficient size to permit interior circulation. Construction specifications for private streets shall be the same as for public streets.

EXCEPTION: During the Site Plan Review, Partition or Subdivision processes involving private streets, the Public Works Director may allow alternative construction materials and methods to be used.

- B. 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

Block length for local streets shall not exceed 600 feet, unless the developer demonstrates that a block length shall be greater than 600 feet because of the existence of one or more of the following conditions:

- A. Physical conditions preclude a block length of 600 feet or less. These conditions may include topography or the existence of physical features, including but not limited to: wetlands, ponds, streams, channels, rivers, lakes or steep grades, or a resource under protection by state or federal law;
- B. Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots/parcels that physically preclude a block length 600 feet or less, considering the potential for redevelopment; or
- C. Where the extension of a public street into the proposed development would create a block length exceeding 600 feet, the total block length shall be as close to 600 feet as possible.

4.2-120 Site Access and Driveways

- A. Site Access and Driveways - General.
1. All developed lots/parcels shall have an approved access provided by either direct access to a:
- a. Public street or alley along the frontage of the property;
- 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 City's adopted Conceptual Street Plan or TransPlan); 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 two or more lots/parcels is required to reduce the number of driveways along a street, as determined by the Public Works 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) Highway Division. Where City and ODOT regulations conflict, the more restrictive regulations shall apply.
- B. Driveway access to local streets is generally encouraged in preference to access to streets of higher classification.
- EXCEPTION:** Driveway access to arterial and collector streets may be permitted if no reasonable alternative street access exists or where heavy use of local streets is inappropriate 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.
- 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 Public Works Standard Construction Specifications.

Table 4.2-2

Driveway Design Specifications							
Land Use	1-Way Driveway Width		2-Way Driveway Width		Transition Width		Driveway Throat Depth
	Min.	Max.	Min.	Max.	Min.	Max.	
Single Family and Duplexes (3)	12 feet	16 feet	12 feet	24 feet (1)	3 feet	3 feet	N.A.
Multi-Family Residential			24 feet	35 feet (1)	5 feet	8 feet	18 feet(2)
Commercial/ Public Land	12 feet	18 feet	24 feet	35 feet (1)	8 feet	N.A.	18 feet(2)
Industrial	12feet	18 feet	24 feet	35 feet (1)	8 feet	N.A.	18 feet(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) Single driveways serving single family and duplex dwellings shall be paved for the first 18 feet when abutting a curb and gutter street; these driveways may be graveled for the remainder of their length. Driveways abutting unimproved streets shall be graveled.

Table 4.2-3

Curb Return Driveway Design Specifications					
Land Use	Driveway Width(2)		Radius of Curb(3)		Driveway Throat Depth Minimum(4)
	Min.	Max.	Min.	Max.	
Single Family and Duplexes	N.A.	N.A.	N.A.	N.A.	N.A.
Multi-Family 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.

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
Multi-family 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.

4.2-125 Intersections

Intersections shall be designed and constructed as specified in the City's *Engineering Design Standards and Procedures Manual* and the following requirements.

- A. In order to minimize traffic conflicts and provide for efficient traffic signalization, intersections involving curb return driveways and streets, whether public or private,

shall be directly opposed, unless a Traffic Impact Study indicates that an offset intersection benefits public safety to a greater degree.

- B. Streets shall be laid out so as to intersect as nearly as possible at right angles. The angle of intersection between two intersecting streets shall be at least 80 degrees. At intersections, each local street shall be straight or have a radius greater than 400 feet for a distance of 100 feet from each intersection. At intersections, each collector or arterial street shall be straight or have a radius greater than 600 feet for a distance of 100 feet from each intersection.

4.2-130 Vision Clearance

- A. All corner lots/parcels shall maintain a clear area at each access to a public street and on each corner of property at the intersection of two streets or a street and an alley in order to provide adequate sight distance for approaching traffic.
- B. No screen or other physical obstruction is permitted between 2 1/2 and 8 feet above the established height of the curb in the triangular area(See Figure 4.2-A).

EXCEPTION: Items associated with utilities or publicly owned structures for example, poles and signs, and existing street trees may be permitted.

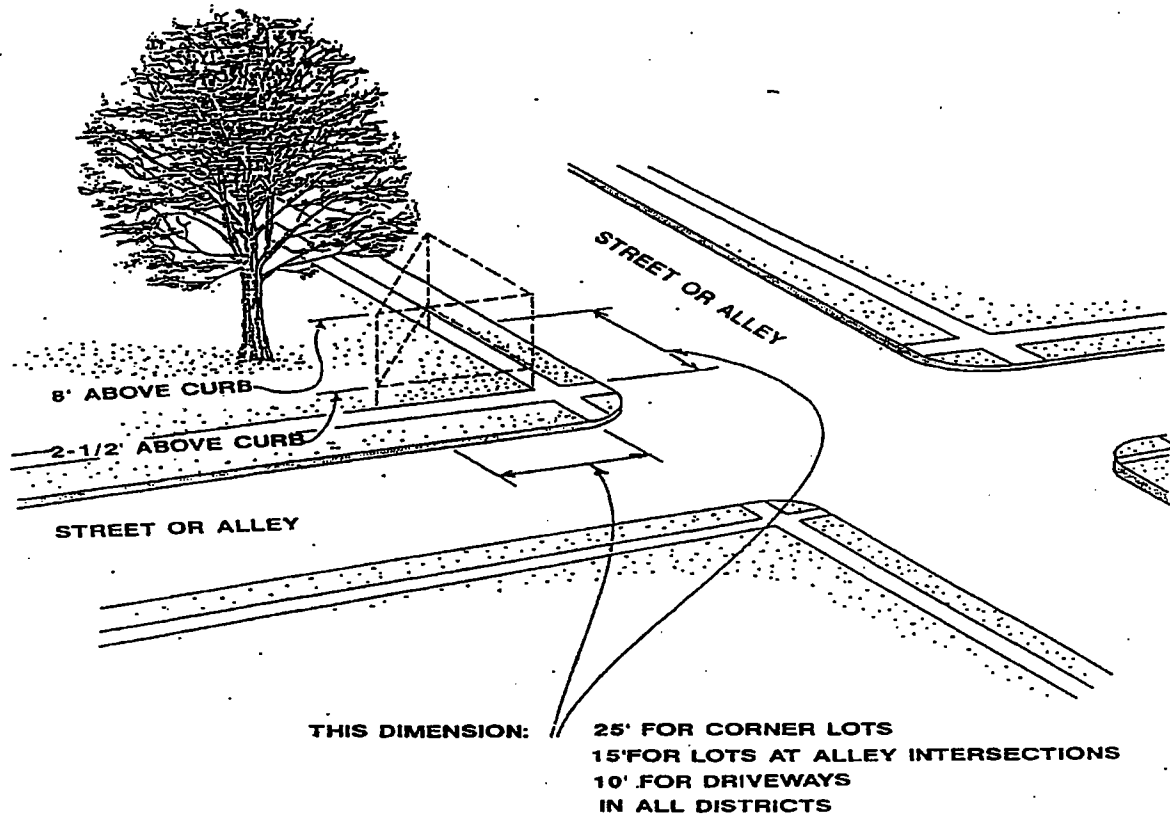
- C. The clear vision area shall be in the shape of a triangle. Two sides of the triangle shall be property lines for a distance specified in this Subsection. Where the property lines have rounded corners, they are measured by extending them in a straight line to a point of intersection. The third side of the triangle is a line across the corner of the lot/parcel joining the non-intersecting ends of the other two sides. The following measurements shall establish the clear vision areas:

Table 4.2-5

Type Of Intersection	Measurement Along Each Property Line
Any Street	25 feet(1)
Any Alley	15 feet(1)
Any Driveway	10 feet(1)

- (1) These standards may be increased if warranted for safety reasons by the Public Works Director.

Figure 4.2-A
VISION CLEARANCE



4.2-135 Sidewalks

- A. Sidewalks and planter strips abutting public streets shall be located wholly within the public street right-of-way, unless otherwise approved by the Public Works Director.
- B. Sidewalks shall be designed, constructed, replaced or repaired as specified in the *City's Engineering Design Standards and Procedures Manual*, the Public Works Standard Construction Specifications and the Springfield Municipal Code, 1997. New sidewalk design shall be consistent with existing sidewalk design in the same block in relation to width and type
- C. Planter strips may be required as part of sidewalk construction. Planter strips shall be at least 4.5 feet wide and long enough to allow the tree to survive. Maximum planter strip width is dependent upon the type of tree selected as specified in the *City's Engineering Design Standards and Procedures Manual*.

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

4.2-140 Street Trees

Street trees are those trees located 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, providing shade and visual interest. 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 planter strips, in individual tree wells within a sidewalk, roundabouts, or medians.

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 Public Works 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 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 and Public Works 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. Any existing street trees within the public right-of-way proposed to be removed by the City is exempt from the tree felling regulations specified in Section 5.19-100.
 - b. Any existing street trees on private property proposed to be removed shall require notification of the Public Works Director prior to removal. Removal of 5 or more street trees on private property shall be subject to the tree felling standards specified in 5.19-100.
 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.
 - b. 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.
 - c. 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 two 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.

4.2-145 Street Lighting

Public street lighting design and placement is specified in the City's *Engineering Design Standards and Procedures Manual* and the Public Works Standard Construction Specifications and is approved by the Public Works Director.

- A. Street lighting shall be included with all new developments or redevelopment. Existing street lights shall be upgraded to current lighting standards with all new developments or redevelopment as determined by the Public Works Director. The developer is responsible for street lighting installation costs.
- B. A developer may choose to install decorative streetlights, as may be permitted in the City's *Engineering Design Standards and Procedures Manual* and the Public Works Standard Construction Specifications.

4.2-150 Bikeways

Bikeways. Development abutting existing or proposed bikeways identified in TransPlan or Springfield Bicycle Plan shall include provisions for the extension of these facilities through the development area by the dedication of easements or rights-of-way. The developer shall bear the cost of bikeway improvements, unless additional property owners are benefited. In this case, other equitable means of cost distribution may be approved by the City. Bikeways shall be designed and constructed as specified in the City's *Engineering Design Standards and Procedures Manual*.

4.2-155 Pedestrian Trails

- A.** Developments abutting existing or proposed pedestrian trails identified on the adopted Willamalane Park and Recreation District Comprehensive Plan shall provide for the future extension of the pedestrian trails through the dedication of easements or right-of-way. The developer is responsible for trail surfacing, as approved by the Willamalane Parks and Recreation District and/or the City. Trails shall be constructed to allow for adequate drainage and erosion control.
- B.** In dedicating an easement or right-of-way for public trails, the owner shall demonstrate compliance with the following criteria:
- 1.** Trail easements or right-of-way shall:
 - a.** Be 25 feet wide as and paved as specified in the ODOT Bicycle and Pedestrian Plan and/or with the City's *Engineering Design Standards and Procedures Manual*. The width standard may be reduced if the Director finds this standard to be impractical due to physical constraints.
 - b.** Be located within a site:
 - i.** To allow the trail to be buffered from existing and proposed dwellings on the site and on adjacent properties;
 - ii.** To maintain the maximum feasible privacy for residents; and
 - iii.** Ensure that future trail construction will avoid parking and driveway areas and other activity areas which might conflict with pedestrian movements.
 - c.** Allow for future construction of trails.
 - 2.** Site area included within a trail easement or right-of-way shall be counted as a portion of the landscaped and open space area required for the proposed development.

4.2-160 Accessways

- 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 shall be dedicated as public right-of-way during the development review process.

EXCEPTIONS:

- 1.** There is an existing building or conditions on an abutting property that makes the accessway impractical; or

2. There are slopes in excess of 30 percent.

B. Accessways shall comply with the following design standards:

1. Where an accessway is proposed for only bicycle and/or pedestrian travel, the right-of-way shall be paved a minimum of 12 feet wide with either asphalt concrete or Portland Cement concrete. Any necessary light standards shall be installed outside of the 12-foot travelway, but within the public right-of-way.
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 shall be minimum of 20 feet wide; consisting of a 10 foot wide area paved with either asphalt concrete or Portland Cement concrete and two additional 5 foot wide areas that may be turf block, grass-crete or other similar permeable material approved by the Public Works Director on a base of gravel capable of supporting fire equipment weighing 80,000 pounds. Any necessary light standards shall be installed outside the 20 foot travelway, but within the public right-of-way.
3. In addition to the locational standards accessway lighting specified in Subsections 1. and 2., above any street light installed in an accessway shall be a City approved decorative streetlight.

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 4.3-100 Infrastructure Standards – Utilities

4.3-105 Sanitary Sewers

- A. Sanitary sewers shall be installed to serve each new development within the city limits and to connect developments to existing mains. Installation of sanitary sewers shall provide sufficient access for maintenance activities and shall comply with the provisions of this Code, with the Public Works Standard Construction Specifications, the City's *Engineering Design Standards and Procedures Manual* the Springfield Municipal Code, 1997 and Department of Environmental Quality (DEQ) regulations.
- B. The City Engineer shall approve all sanitary sewer plans and proposed systems prior to development approval.
- C. Proposed sewer systems shall include design consideration of additional development within the area as projected by the Metro Plan.
- D. Proposed developments shall provide dedication and improvements indicated in an adopted Capital Improvements Program or Public Facilities Plan. The developer shall pay a proportional share of the cost according to adopted City Council policy.
- E. For proposed developments in unincorporated urbanizable land, the Lane County Sanitarian shall approve all septic system designs.

4.3-110 Stormwater Management

- A. Stormwater management regulations: Provide for the effective management of stormwater and drainage from the City into the groundwater and watercourses within the City and its urbanizing area; Minimize demand on the City's stormwater management system, and alleviate future costs of treating the discharge; Promote water quality; Preserve groundwater and the vegetation and rivers it supports; Reduce peak storm flows; Minimize public and private losses due to flood conditions; and Minimize stormwater discharge impacts on water quality and quantity and stream flow patterns, including peak and base flows in intermittent and perennial streams, within the McKenzie River and Willamette River watersheds.
- B. The Approval Authority shall grant development approval only where adequate public and/or private stormwater management systems provisions have been made as determined by the Public Works Director, consistent with the *Engineering Design Standards and Procedures Manual*. The stormwater management system shall be separated from any sanitary sewer system. Surface water drainage patterns shall be addressed on every Preliminary Site Plan, or Tentative Partition or Subdivision Plan.
- C. A stormwater management system shall accommodate potential run-off from its entire upstream drainage area, whether inside or outside of the development. The Public Works Director shall determine the necessary size of the facility, based on

adopted Public Facility Plans and Stormwater Facility Master Plans. The developer shall pay a proportional share of the cost according to adopted City Council policy.

- D. Run-off from a development shall be directed to an approved stormwater management system with sufficient capacity to accept the discharge. Where the Public Works Director determines that the additional run-off resulting from the development will overload an existing stormwater management system, the Approval Authority shall withhold Development Approval until provisions, consistent with the *Engineering Design Standards and Procedures Manual*, have been made to correct or mitigate this condition.
- E. A development is required to employ drainage management practices approved by the Public Works Director and consistent the *Engineering Design Standards and Procedures Manual*, which minimize the amount and rate of surface water run-off into receiving streams. The following drainage management practices may be required in order to relieve demand on the City's piped drainage system and to alleviate future costs of treating the piped discharge; to promote water quality, to preserve groundwater and the vegetation and rivers it supports, and to reduce peak storm flows:
1. Temporary ponding of water;
 2. Permanent storage basins;
 3. Minimizing impervious surfaces;
 4. Emphasizing natural water percolation and natural drainageways;
 5. Preventing water flowing from the street in an uncontrolled fashion;
 6. Stabilizing natural drainageways as necessary below drainage and culvert discharge points for a distance sufficient to convey the discharge without channel erosion;
 7. On-site filtration or skimming of run-off, which will enter natural drainageways to maintain water quality; and
 8. On-site constructed wetlands.
- F. Identification of Water Quality Limited Watercourses. The Director shall maintain a Water Quality Limited Watercourses (WQLW) Map on file in the Development Services Department, which designates certain watercourses and their direct tributaries within the City and its urbanizing area. The WQLW Map shall contain watercourses recommended by the Public Works Director. Any revision to the WQLW Map shall be approved by the City Council as an amendment to this Code. Those watercourses and their direct tributaries included on the WQLW Map have been found to warrant protective measures in support of the City's response to state and federal regulations regarding surface and subsurface discharging stormwater management systems by satisfying the following criteria:

1. **Water Quality Limited Watercourses (WQLW):** Waters of the State that meet one or more of the following criteria:
 - a. Watercourse reaches, lying within the City and its urbanizing area, that are included by the State of Oregon Department of Environmental Quality (ODEQ) on its most recently adopted "303(d)" List of Impaired and Threatened Waterbodies.
 - b. Watercourse reaches, lying within the City and its urbanizing area, with significant water quality impairment identified by water quality monitoring and sampling done in accordance with approved quality assurance/quality control (QA/QC) protocols.
2. A direct tributary to a WQLW that satisfies the following criteria:
 - a. Any watercourse that flows directly into a WQLW.
EXCEPTION: Those watercourses that flow into the WQLW as a piped connection, where the pipe system extends more than 200 feet upstream of the connection point.
 - b. Any watercourse that is a diversion from a WQLW and that discharges into either a WQLW or other direct tributary to a WQLW and where the water quality of the diverted flow at the discharge point has been degraded when compared with the water quality at the diversion point.

G. Protection of Riparian Area Functions. A developer shall be required to employ site design, landscaping, and drainage management practices to protect, preserve, and restore the riparian area functions of the reaches of those watercourses shown on the WQLW Map that are contained within or abut the lot/parcel upon which the proposed development is located. For the purposes of this Code, riparian area functions shall include, but are not limited to:

1. Maintaining temperature;
2. Maintaining channel stability;
3. Providing flood storage;
4. Providing groundwater recharge;
5. Removing sediments;
6. Reducing contaminants, for example: excess nutrients; oils and grease; metals; and fecal coliform;
7. Moderating stormwater flows; and
8. Providing fish and wildlife habitat.

4.3-115 Water Quality Protection

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

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

- 1.** Along all watercourses shown on the WQLW Map with average annual stream flow greater than 1,000 cubic feet per second (CFS), the riparian area boundary shall be a minimum of 75 feet upland from the top of the bank.

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

- 2.** Along all watercourses shown on the WQLW Map with average annual stream flow less than 1,000 CFS the riparian area boundary shall be a minimum of 50 feet upland from the top of each bank.

EXCEPTIONS:

- a.** For all watercourses subject to Subsection A.2., above other than the Mill Race or Cedar Creek, the 50 foot riparian area standard may be reduced to 35 feet, provided an equivalent amount and function of pervious land is established elsewhere on the property that utilizes water quality measures including, but not limited to: wetlands, bioswales or additional trees, especially in parking areas, and exclusive of otherwise required water quality measures and landscape areas. The burden of proof shall be on the applicant to demonstrate, to the satisfaction of the Public Works Director, equivalency in relation to both the amount of pervious land (as specified above) and riparian area function (as specified in Section 4.3-110G).
- b.** An existing building within a riparian area shall not be considered a non-conforming use if destroyed by earthquake, flood or other natural disaster, or fire. In this case, the replacement building may be constructed within the same footprint as the existing

building. If the building is within the Willamette Greenway, the standards in Section 3.3-300, Willamette Greenway Overlay District apply.

3. Where a watercourse divides a lot/parcel and the existing riparian area along that watercourse is degraded in riparian function, the applicant may relocate the watercourse to another portion of the property as approved by the Public Works Director and applicable state or federal agency.
 4. If an expansion of the riparian area described in Subsections A.1. and 2., above occurs as a result of a federal or state agency permit process, the applicant shall:
 - a. Resubmit the preliminary Site Plan for additional review, as specified in Section 5.17-105;
 - b. Submit a Site Plan Modification application, as specified in Section 5.17-145; or
 - c. Resubmit the Tentative Plan for additional review as specified in Section 5.12-105.
- B. Permitted Uses in Riparian Areas.** The following uses are permitted in riparian areas as long as they do not diminish riparian functions:
1. The planting of trees and native vegetation to promote bank stability, enhance riparian areas, minimize erosion, preserve water quality and protect federally listed species. Trees may be clustered to allow maintenance vehicles to approach City maintained stormwater facilities including, but not limited to: detention basins, outfalls and culverts.
 2. The felling of hazardous trees for safety reasons as specified in Section 5.19-100, Tree Felling.
 3. Riparian area restoration, enhancement including the removal of invasive plant species, where necessary.
 4. Flood control structures, where necessary.
 5. Stormwater management systems and outfalls, as allowed by the Public Works Director or other regulating authorities.
 6. Pedestrian trails as specified in Section 4.2-155. Pedestrian trails shall be located along the outer edge of the required riparian area away from the watercourse. Utilities may be extended within a pedestrian trail.
 7. Bikeways shown on the TransPlan Priority Bikeway System Projects Map or the Future Bikeway Projects Map and as specified in Section 4.2-150, provided that the required bikeway drainage falls away from the watercourse. Bikeways shall be located along the outer edge of the

required riparian area away from the watercourse. Utilities may be extended within a bikeway.

8. Water dependent or water related uses between the Willamette River and the Greenway Setback Line as may be permitted in Section 3.3-300 Willamette Greenway Overlay District.
9. Private driveways, public street crossings, bridges and necessary culverts when there is no other vehicle access to the property. Crossings shall be preferably at right angles to the watercourse. Public and private utilities shall be permitted within the driveway, public street or bridge right-of-way.
10. Repair, replacement or improvement of utility facilities as long as the riparian area is restored to its original condition.
11. Routine repair and maintenance of existing structures, streets, driveways, utilities, accessory uses and other similar facilities.
12. Other activities similar to those listed above that do not diminish riparian function. The Director shall make the interpretations as specified in Section 5.11-100.

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

1. Avoid development or redevelopment in the following circumstances:
 - a. Unsuitable areas, including, but not limited to unstable slopes, wetlands and riparian areas;
 - b. Stream crossings – where crossings have to be provided, the impacts on water quality shall be minimized; and
 - c. Hardening of stream banks and shorelines.
2. Prevent:
 - a. Stormwater discharge impacts to water quality and quantity; and
 - b. Erosion and sediment run-off during and after construction.
3. Protect:
 - a. Riparian areas, buffers and functions around all watercourses; and
 - b. Wetlands, wetland buffers and wetland functions.
4. Preserve the hydrologic capacity of any watercourses.

5. Utilize native vegetation in riparian areas to reduce the need to apply water, herbicides, pesticides and fertilizer. The required riparian area landscaping shall be installed as part of the building permit process and may be bonded as specified in Section 5.17-150.
6. Restoration and enhancement of riparian areas that are degraded in riparian function.
7. In applying Subsections C.1. through 6., above riparian area protection, preservation, restoration and enhancement measures shall be applied as follows:
 - a. For new development and redevelopment, existing riparian area functions shall be protected and preserved. Degraded functions shall be restored or enhanced through the full riparian area width, specified in Subsections A.1. and 2., above extending through the full frontage of the lot/parcel along the watercourse on the Water Quality Limited Watercourse (WQLW) Map.
 - b. For additions and expansions on any portion of a lot/parcel, existing riparian area functions shall be protected and preserved through the full riparian area width specified in Subsections A.1. and 2., above and extending through the full frontage of the lot/parcel along the watercourse on the WQLW Map.
 - c. For additions and expansions within 100 feet of a watercourse on the WQLW Map on a lot/parcel that has degraded riparian functions, the area for restoration or enhancement shall be based upon the ratio of the impervious area of the addition or expansion to the existing building or impervious area on the lot/parcel. The restoration or enhancement shall start at the top of bank of the watercourse and work landward.

4.3-120 Utility Provider Coordination

- A. All utility providers shall be responsible for coordinating utility installations with the City and the developer through the Development Review Committee or by separate written correspondence.
- B. The developer shall be responsible for the design, installation and cost of utility lines and facilities to the satisfaction of the utility provider.

4.3-125 Underground Placement of Utilities

Whenever possible, all utility lines shall be placed underground. However, overhead and above ground facilities are permitted for the following:

- A. Emergency and temporary installations undertaken by utility providers for a maximum of 30 days.

- B. Electrical transmission lines and backbone distribution feeders that are consistent with the Metro Plan's Public Facilities and Services Plan. These lines act as a main source of supply to primary laterals and direct connected distribution transformers and primary loads.
- C. Appurtenances and associated equipment, including, but not limited to: surface-mounted transformers, pedestal-mounted terminal boxes, meter cabinets, telephone cable closures, connection boxes.
- D. Structures without overhead wires, used exclusively for fire alarm boxes, streetlights, or municipal equipment installed with the approval of the City Engineer.
- E. Power substations, pumping plants, and similar facilities necessary for transmission or distribution of utility services shall be permitted subject to compliance with zoning district regulations and the Metro Plan's Public Facilities and Services Plan. Required landscaping and screening shall be approved by the Director under Type II procedures for all these facilities prior to any construction being started.
- F. Public television transmitters and receivers.
- G. Industrial developments requiring exceptionally large power supplies may request direct overhead power during the Site Plan Review process, without a Variance.
- H. Existing non-backbone distribution feeders located on existing streets on developed or undeveloped land.

4.3-130 Water Service and Fire Protection

- A. Each development area shall be provided with a water system having sufficiently sized mains and lesser lines to furnish an adequate water supply to the development with sufficient access for maintenance.
- B. Fire hydrants and mains shall be installed by the developer as required by the Fire Marshal and the utility provider.

4.3-135 Major Electrical Power Transmission Lines

- A. When necessary to increase the capacity of major electrical power transmission lines, utility providers shall provide the increase by use of existing rights-of-way or easements.

EXCEPTIONS:

1. In the event that a utility provider determines that it cannot provide the increase by use of existing rights-of-way or easements, siting of major electrical power transmission lines shall be permitted as specified in the Metro Plan's Public Facilities and Services Plan.

2. Notwithstanding Subsections A. and A.1. above, a utility provider may locate major electrical transmission lines along routes identified on Auxiliary Map Number I dated 1982 of the Metropolitan Area General Plan.

B. Applications for siting of new major electrical power transmission lines are exempt from the provisions of Section 5.4-105B.2.

4.3-140 Public Easements

A. **Utility Easements.** The applicant shall make arrangements with the City and each utility provider for the dedication of utility easements necessary to fully service the development or land beyond the development area, as necessary. The minimum width for public utility easements adjacent to street rights-of-way shall be 7 feet. The minimum width for all other public utility easements shall be also be 7 feet. However, the utility provider or the Public Works Director may require a larger easement for major water mains, major electric power transmission lines, sanitary sewer lines, stormwater management systems or in any other situation to allow maintenance vehicles to set up and perform the required maintenance or to accommodate multiple utility lines. Where feasible, utility easements shall be centered on a lot/parcel line.

B. **Watercourse or Riparian Area Maintenance Easements.** Where the Public Works Director has determined that a watercourse or riparian area will be part of the City's Stormwater Management System, a maintenance easement shall be required in order to maintain the functionality of these areas. For watercourses, the easement shall be measured from either the top of the bank, ordinary high water mark or the delineated setback line. The easement shall be a minimum of 10 feet wide where no equipment is required for access or maintenance. The easement shall be extended to a maximum of 25 feet wide to allow City maintenance vehicles to set up and perform the required maintenance.

4.3-145 Wireless Telecommunications Systems Facilities

The siting and review process for WTS facilities is based on the type of facility (monopole, stealth design or collocation) and its proposed location in a Preferred Site (SHI, HI, LMI, QMO or PLO Districts), Acceptable Site (CC or CI Districts or BKMU Plan District) or Conditionally Suitable Site (NC, MRC, GO, LDR, MDR and HDR Districts or MS, HD, HS, WG, FP, UF-10 or H Overlay Districts).

A. The development review process for wireless telecommunications systems (WTS) facilities is as follows:

1. **Building and Electrical Permits Only (Type I Review).**

a. An attached WTS facility (existing structure, including collocation on cell tower) on a Preferred Site, including equipment shelters, buildings and cabinets housing WTS land line switching/connection equipment.

b. A detached WTS facility (monopole designed for collocation) on a Preferred Site, set back from all property lines a distance equal to