Coburg Development Code Update
Community Outreach (Round 1) Notes:

A. Community Meeting Notes

May 22, 2017 – 7-9 P.M.
Coburg City Hall
91136 North Willamette St., Coburg

Notice and Outreach:
As per Community Outreach and Engagement Plan:

- Announced in Quarterly Newsletter (see Attachment D)
- Published on City's Facebook page as flyer (both VPW and Community Meeting)
- Noticed in paper
- Included on City Calendar (Webpage) and on City Project Webpage.

Attendance:
Staff: Jeff Kernen (City of Coburg), Anne Davies (LCOG, Jacob Callister (LCOG) , Laura Buhl (DLCD).
Residents/Stakeholders: Roughly 12-16 people. Available info on attendees:

Name	**Address**
Carol Lockard	*32811 E Maple Street*
John & Marguerite Hoffman	*91239 N Harrison St.*
Nancy Bell and Husband	*91056 ABBY RD*
Jerry Upshaw	*32617 W McKenzie St*
William Wood	*32744 E Mill St*

Agenda/Discussion:

A. Welcome, Team Introduction (Jeff Kernen, City of Coburg Planner)

B. Project and TGM overview (Jacob Callister (LCOG))

-Brief orientation to materials and encouragement to complete the Code Update Questionnaire (See Questionnaire Results in Attachment B)
-See attached PowerPoint Slides – Fundamentally identical to the Virtual Public Work session presentation (See PPT Slides in Attachment A)

C. Group Question and Answer

Q – Question about Crosswalk(s) across Coburg Road

A – Project Team staff noted that the Development Code is not an effective tool for addressing crosswalks. Jeff Kernen noted that the City's TSP contemplates those questions. Direct to bring up in Visioning

Q – Question about the status of the old railroad right-of way between Coburg and Armitage Park.

A – Project Team staff noted that facilities outside of the city are not contemplated by the development code. The railroad right of way in question is a question for the County. Jeff provided an update of the Coburg Loop – which extends down Roberts Road and is how the City could be most involved in that connection.

Q - Question about whether this effort makes the code more complex and what experimental elements may be involved that will require iteration.

A – Project Team staff noted that a key purpose of the code update is to increase efficiency and ultimately reduce complexity. This will happen through better organization and provisions that are clear and objective. Code is amended on occasion to make course corrections, but the team is confident that these changes will be a clear net improvement in clarity.

Q - Question about identifying a specific property owner who cut trees down adjacent to a meeting attendee's property.

A – Project Team staff noted that they could provide some research to answer the question of property ownership.

D. Orientation to the Open House -- Individual Q/A – Content Browsing (Remainder)

Room designed with Print out key maps, visuals, copies of documents, and large scale version of update matrix (11X17 sheets laid out on tables) for marking up (with sticky notes or directly).
Visuals (all for marking up):

- Draft Code Matrix (printed out in 11x17) – with lots of sticky notes, etc.
- Copies of the Draft Code Matrix
- Copies of Evaluation memorandum
- Copies of COEP
- Copies of the 5 Principles of Smart Growth
- Images – Types of housing, lot size examples
- Copies of the lot size change table
- Wall sized aerial map of Coburg

Noted Questions/Comments

- Meeting attendee noted that the Coburg Wastewater system is a hybrid system that, although eliminating the requirement for septic drain fields, still requires that households have septic tanks. There was some question about whether this is simply a retro-fitting issue or if new builds also fundamentally require a tank. The issue was raised in the context of the space that may still be required (and may affect the revised lot sizes and lot coverages proposed).
- Meeting attendee noted that the Draft Code Matrix is difficult to consume in the short meeting. They appreciate the access to the something?? online and expect that the Final Code Matrix will solicit feedback because there will be something more specific and clear proposed.
- Attendees noted that the City should utilize more means for publicizing meetings – noting social media specifically as a powerful tool. They also miss the reader board (at the previous City Hall) as a means for announcing things.
- There were questions about the City's recent efforts to expand the UGB. This included a desire for a status update, as well as more detail on what was proposed and what may be proposed going forward.

Most attendees left by 8:30. Project team staff remained until 9 pm.
Questionnaire results will be combined and summarized with the VPW questionnaire results.

B. Virtual Planning Workshop Notes

LCOG and the City of Coburg worked with TGM to desing and execute a "Virtual" public work session, with the intent of reaching a broader audience and obtaining more and more diverse feedback. The Virtual Public Works session was established through LCOG's Lane Voices website (a licensed MindMixer account that LCOG owns and manages). The site provided a parallel experience to the physical workshop. The same visuals were presented at both, the same presentation and the same questionnaire. Attachment A (the questionnaire results includes a break out of the "VPW" responses against the responses of those who attended the physical meeting on May 22nd. Attachment C presents an overview of the virtual public work session and its attachments.

Attachments

A. Presentation PowerPoint

B. Questionnaire and Results Summary

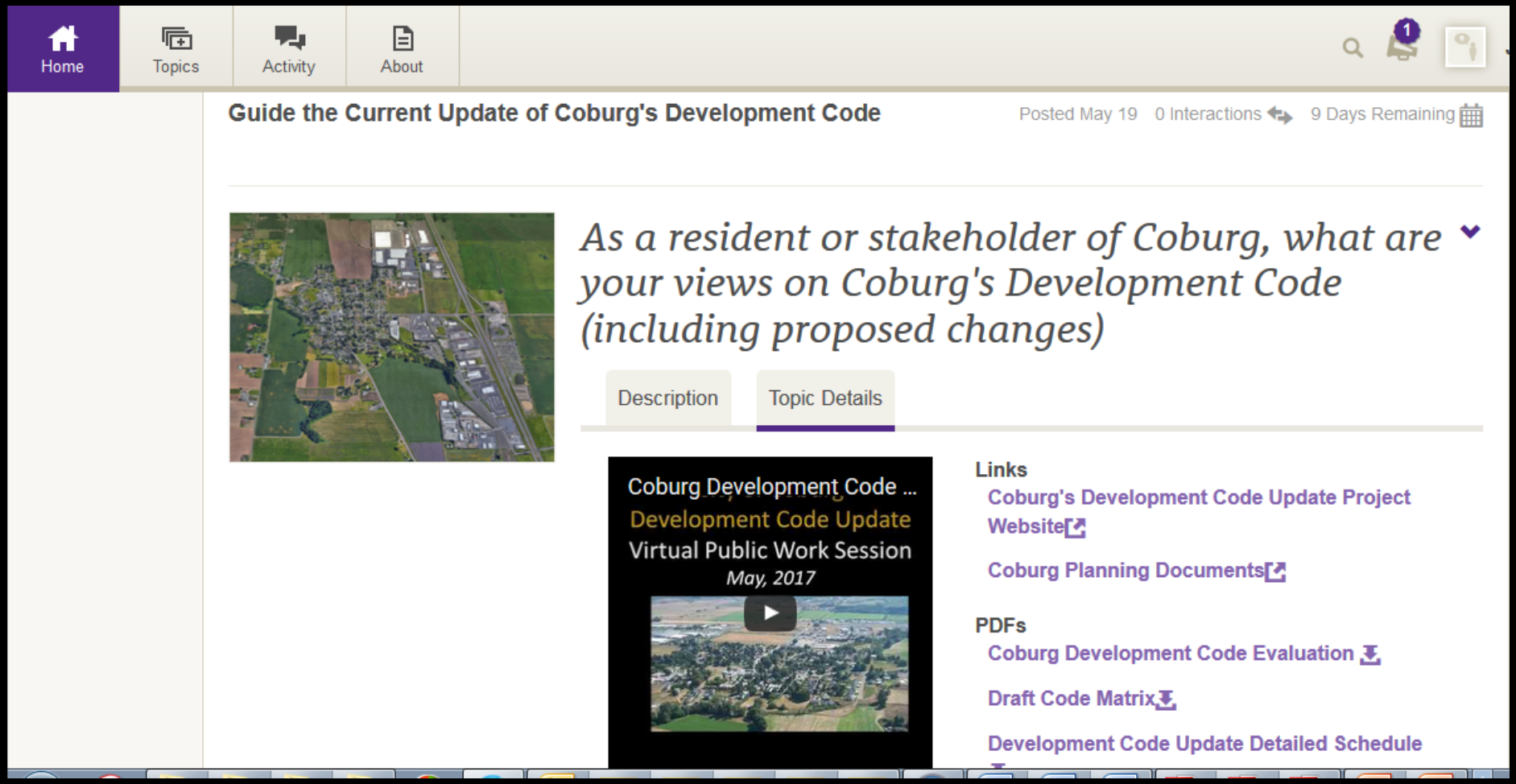
C. Virtual Public Work (VPW) Session Summary

D. Meeting Invitation

Attachment A

City of Coburg
Development Code Update
Virtual Public Work Session
May, 2017

Virtual Public Work session



PLANNING

SPECIAL PROJECTS

Play Equipment | Norma Pheifer

Natural Hazard Mitigation Plan | Lane Conty

Development Code Update

Comprehensive Plan Update

Coburg Loop Path

Transportation System Plan Update

Community Visioning

Urbanization Study & Urban Growth Boundry Expansion

Oregon Main Street

Planning Home
Building Permits
Common Development Work and Type of Permit
+ Community Development
+ Development Code & Master Plans
Development Code Update
Natural Hazard Mitigation Plan | Lane Conty
Oregon Main Street
Planning Commission
Special Projects
Transportation System Plan Update
Urbanization Study & Urban Growth Boundry Expansion

CONTACT INFORMATION

Petra Schuetz,
Planning Director
541-682-7871

Transportation and Growth Management (TGM)

We support community efforts to expand transportation choices. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go.

TGM OBJECTIVES:

- **Promote a transportation system and development pattern that results in a balanced, multi-modal system that enhances opportunities for people to walk, bike, and use transit;**
- **Increase the convenience or availability of alternative modes of transportation;**
- **Provide alternatives to, or delay the need for, major transportation improvements;**
- **Provide alternatives to, or delay the need for, expansion of an urban growth boundary**

5 Principles of Smart Development:

- **Efficient Use of Land and Energy Resources**
- **Full Utilization of Urban Services**
- **Mix of Uses**
- **Transportation Options**
- **Detailed, Human Scaled Design**

Shell

NOTICE

Welcome to Historic
COBURG
Since 1847

Coburg Development Code Update Tasks

Dec 2016 ✓ **Task 1: Kick Off Meeting(s)**

Mar 2017 ✓ **Task 2: Evaluation of Existing Regulations**

- *Stakeholder Interviews*
- *Planning Commission Work session*
- *Final Evaluation Memorandum*

May 2017 ✓ **Task 3: Code Drafting**

- *Stakeholder Worksession*
- *Planning Commission Work session*
- *Community Meeting(s)* ***MAY 22nd***

Fall 2017 ○ **Task 4: Final Amendments**

Coburg's Planning Documents

Comprehensive Plan

Controll
- *An*
- *Goals*
- *Compreh*

Refinement /Functional Plans

(Parks Master Plan/TSP)

Zoning

- *Us*
pe
- *Do*
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- La

Subdivision

- *Lo*
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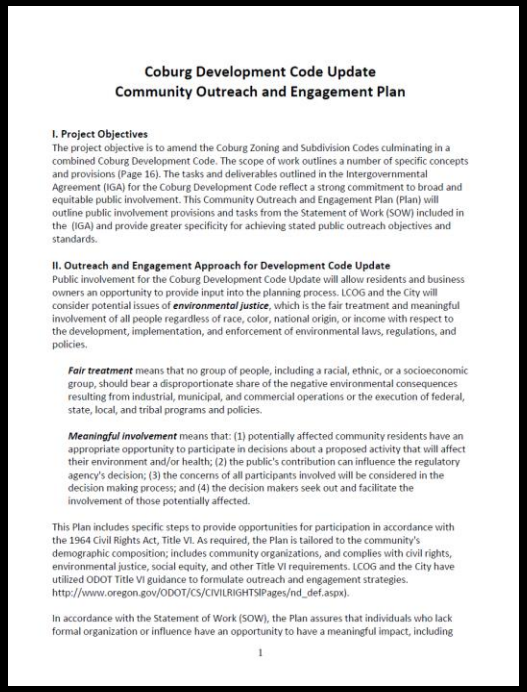
Other Ordinances

Development Code

Community Outreach and Engagement Plan



Coburg Development Code Update
Community Outreach and Engagement Plan

I. Project Objectives
The project objective is to amend the Coburg Zoning and Subdivision Codes culminating in a combined Coburg Development Code. The scope of work outlines a number of specific concepts and provisions (Page 16). The tasks and deliverables outlined in the Intergovernmental Agreement (IGA) for the Coburg Development Code reflect a strong commitment to broad and equitable public involvement. This Community Outreach and Engagement Plan (Plan) will outline public involvement provisions and tasks from the Statement of Work (SOW) included in the (IGA) and provide greater specificity for achieving stated public outreach objectives and standards.

II. Outreach and Engagement Approach for Development Code Update
Public involvement for the Coburg Development Code Update will allow residents and business owners an opportunity to provide input into the planning process. LCOG and the City will consider potential issues of ***environmental justice***, which is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

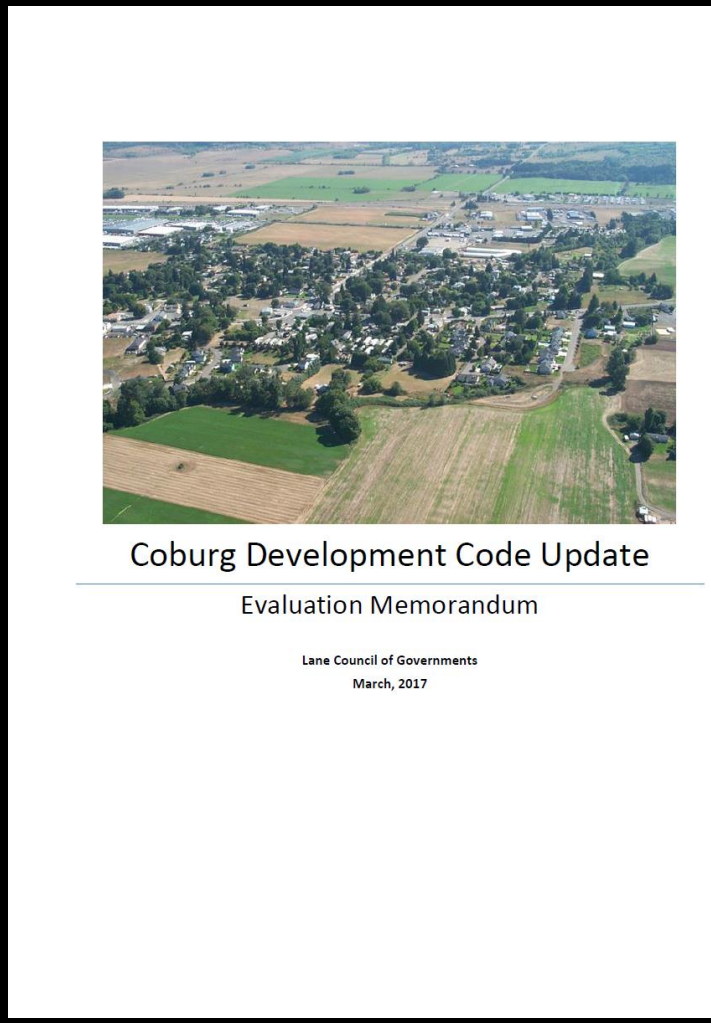
> ***Fair treatment*** means that no group of people, including a racial, ethnic, or a socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.
>
> ***Meaningful involvement*** means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected.

This Plan includes specific steps to provide opportunities for participation in accordance with the 1964 Civil Rights Act, Title VI. As required, the Plan is tailored to the community's demographic composition; includes community organizations, and complies with civil rights, environmental justice, social equity, and other Title VI requirements. LCOG and the City have utilized ODOT Title VI guidance to formulate outreach and engagement strategies. http://www.oregon.gov/ODOT/CS/CIVILRIGHTSIPages/nd_def.aspx).

In accordance with the Statement of Work (SOW), the Plan assures that individuals who lack formal organization or influence have an opportunity to have a meaningful impact, including

1

Coburg Development Code Update Evaluation Memorandum



Stakeholder Interviews

- **Held Between February 21st and February 28th at Coburg City Hall**
- **Included One on One and Group Discussions**
  - **Six Sessions: Ten Stakeholders Total**
    - ***Real Estate***
    - ***Parks Committee***
    - ***Heritage Committee***
    - ***Developers (Architect, Home Builders)***
    - ***Property Owners***
    - ***Former PC/CC Members***
    - ***Business/Chamber of Commerce***
- **8/10 are Residents of Coburg**

SCOPED Code Updates

1. Adjusted residential lot sizes, lot coverage, and setbacks to improve land use efficiency
2. Multi-modal design standards for the Light Industrial and Highway Commercial Districts
3. Standards for mixed use development
4. Standards for various space-efficient housing types, including micro-housing, co-housing, cottage clusters, and accessory dwelling units

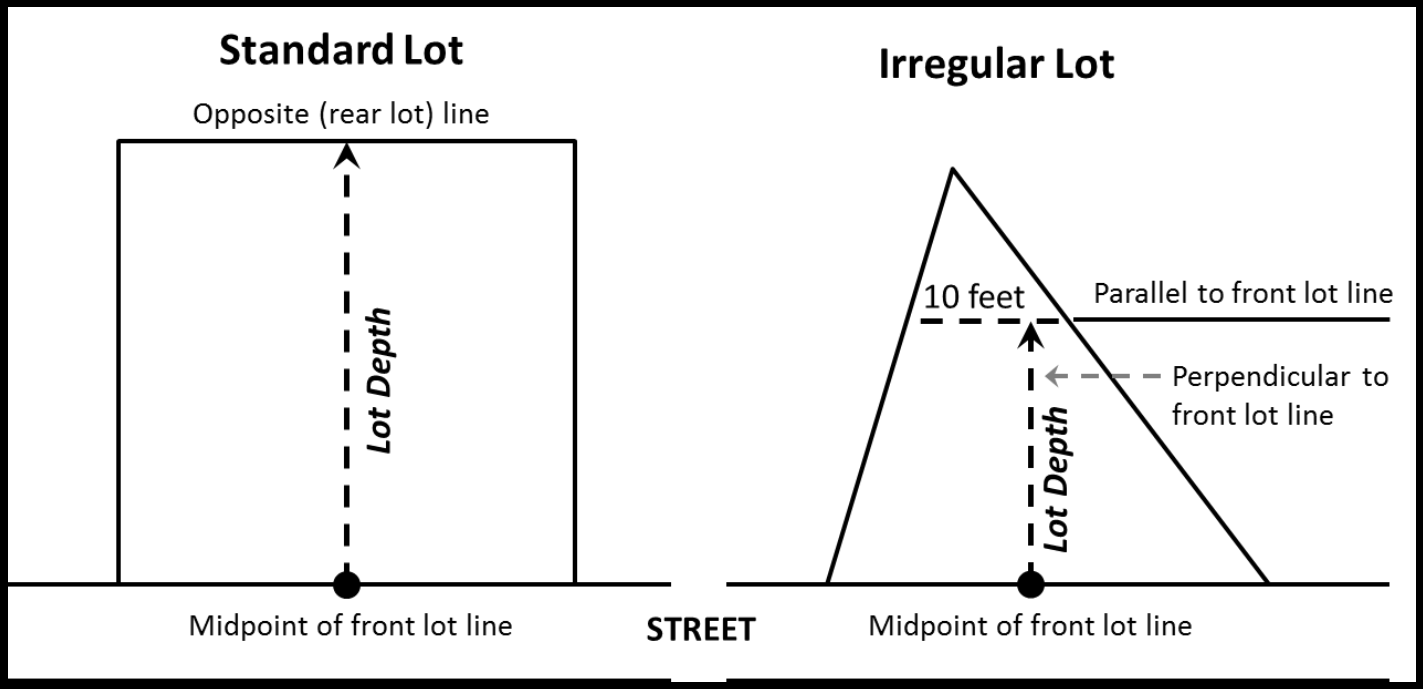
5. Design standards for commercial condominiums
6. Standards for mobile food vending and temporary structures for special events
7. Bike parking design standards
8. Review minimum parking requirements for reduction potential in all zones

9. Incorporation of Transportation Demand Strategies
10. Codification of the Coburg Loop Implementation Plan (2009), including design standards and provisions to require path construction by new adjacent development
11. Standards for bike boulevards
12. Codification of relevant elements of the TSP

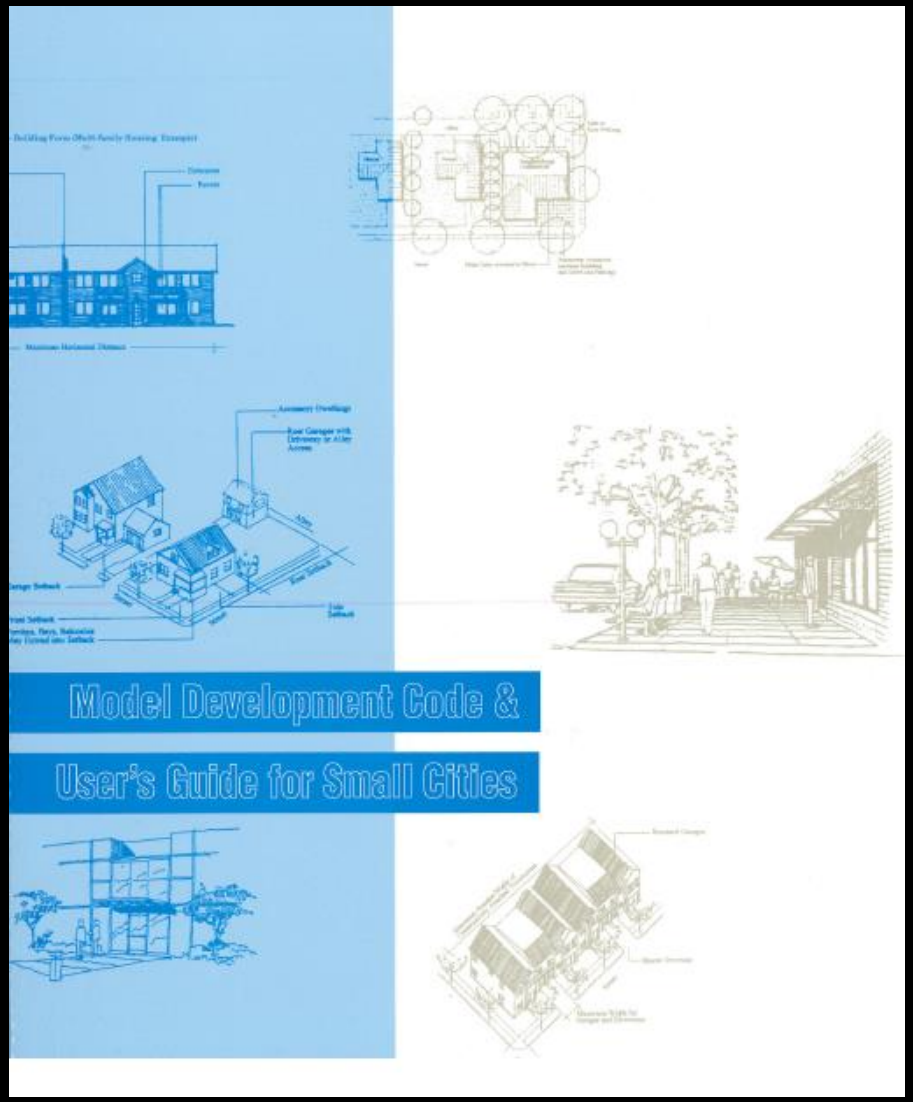
13. Standards for complete street design, road spacing, and driveway standards and spacing, incorporating IAMP and TSP standards where applicable
14. Right-of-way use, design, and maintenance standards, including street trees and transit stops
15. A unified development ordinance, incorporating and reconciling with the Coburg Subdivision Ordinance

16. Improved definitions, as identified by staff and LCOG review of the code
17. Graphics to help people understand zoning code concepts and design standards
18. Hyperlinked table of contents, index, and cross references
19. Evaluate Campus Industrial designation to determine if zoning district is needed

* User friendliness
* Visual



TGM Model Development Code for Small Cities



Code Updates

DRAFT Code Update Matrix

CITY OF COBURG DRAFT CODE AMENDMENT MATRIX (May 22, 2017)

Code Section	Current Code Language or Description	Potential Amendments
ARTICLE VII DISTRICT REGULATIONS		
A. Traditional Residential District (TR)	*Sections 2.a(1) and 2.b(2) allow accessory dwelling units (ADUs) in the TR district; the definition of accessory dwelling currently includes numerous requirements and design standards that should be found in Article VIII*	The supplemental regulations, Article VIII, will include standards specifically for ADUs; those should be cross-referenced here; section A.2.b(2) (allowing only one ADU on lot with primary detached dwelling) will be moved to ADU standards in VIII
	Section 2does not allow cottage housing	Allow cottage housing as permitted or conditional use in TR; would need to be excepted from density requirement; cottage housing may not be appropriate at all in TR
	Section 2 does not currently allow mixed use	Allow "low impact" mixed uses in TR in very limited locations and circumstances; e.g., consider allowing MU along a 200-foot strip of land on either side of Van Duyn/Coburg between Stallings and Willamette St.
	Section 4 provides the minimum lot requirements: generally 10,000 square feet for properties not served by sewer and 7500 for properties served by sewer; it also provides maximum coverage (30%) and minimum width requirements (60 ft)	Feedback from stakeholder interviews supports lowering the minimum lots size to 6000. Perhaps 50 feet lot width for interior lots; and maybe 40% lot coverage in the TR district. See charts.
	Section 5 provides the minimum residential density standards in the TR district	These provisions are very complicated; they need to be rewritten. The code update proposes higher densities in this area, but the zone still needs to implement the comprehensive plan residential designation it relates to. For example, the TMR district provides: "The maximum density permitted on any parcel shall be 13 dwelling units per acre, not including accessory dwelling units." Include a simple way to calculate density and then cross-reference in the TMR zone. "Housing density is calculated by multiplying the total lot or parcel size by the applicable density standard." Gross acres—refer to definition of

Traditional Residential District			
Minimum Lot Size (sq. ft.)			
Type	**Current**	**Model Code**	**Proposed**
Single Family without sewer	10,000	n/a	no change
Single Family Detached / manufactured home with sewer	7,500	5,000-7,000 6,000-7,000 for corner	6,000
Duplex	8,000	6,000-9000	7,500
Minimum Lot Width (ft.)			
Single Family without sewer	60	n/a	50; 55 for corner
Single Family Detached / manufactured home with sewer	60	40-50 for interior; 50-60 for corner	no change
Duplex	65	60-80	no change
Maximum Lot Coverage			
Single Family without sewer	30%	n/a	no change
Single Family Detached / manufactured home with sewer	30%	40%	40%
Duplex	35%	60%	50%
Setback (ft.)			
Front Yard	15; 20 for garages, carports, sheds	15;20	no change
Side Yard	7; 10 for corner lot	6-10 depending on structure height	no change
Rear Yard	10; 5 for accessory buildings	5-15 depending on structure height	no change
Maximum Height (ft.)			
Residential Buildings	35	n/a	no change
Accessory Buildings	15; 25 if living unit on second floor	max. height of primary structure	no change
Garages	max. height of primary structure	n/a	no change
All other Buildings	35	n/a	no change

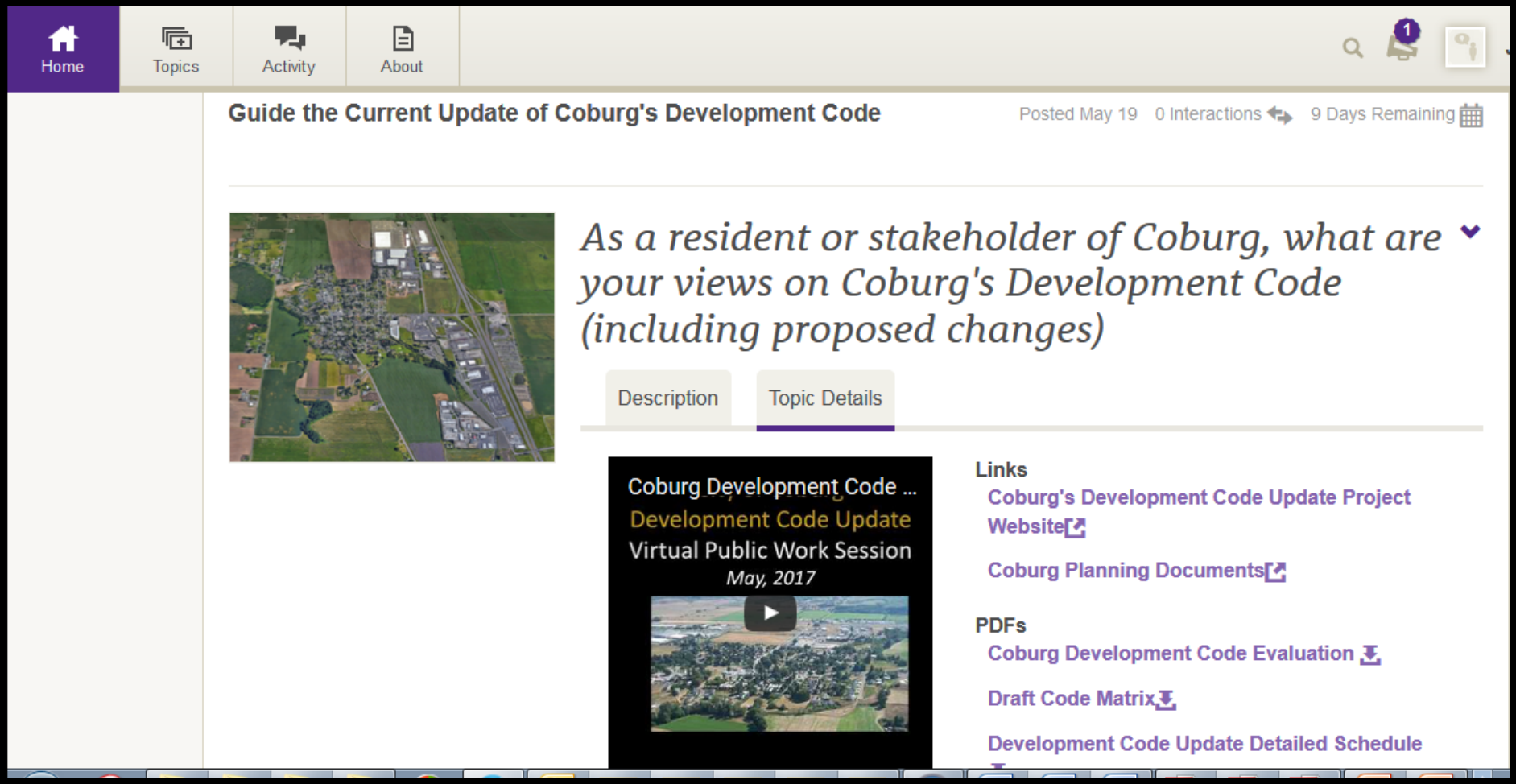
Traditional Medium Residential			
Minimum Lot Size (sq. ft.)			
Type	**Current**	**Model Code**	**Proposed**
Single Family without sewer	10,000	n/a	no change
Two-Family	12,000	*6,000-9,000	8,000
Three-Family	16,000	*6,000-9,000	10,000
Four-Family	20,000	*6,000-9,000	12,000
Single Family Detached with sewer	3,350	4,000-5,000; 5,000-6,000 (corner)	no change
Duplex	6,700	5,000-7,000	no change
Single Family Attached	3,350	2,500-3,000; 4,000-5,000 (corner)	no change
Multi-Family	10,000	*6,000-9,000	no change
Minimum Lot Width (ft.)			
Single Family without sewer	60	n/a	no change
Two-Family	70	80-100	no change
Three-Family	80	80-100	no change
Four-Family	90	80-100	no change
Single Family Detached with sewer	40	50-60 (corner) ; 40-50 (interior)	no change
Duplex	60	60-80	no change
Single Family Attached	30	40-50 (corner) ; 25-30 (interior)	no change
Multi-Family	80	80-100	no change
Maximum Lot Coverage			
Single Family without sewer	30%	n/a	no change
Two-Family	35%	60%	60%
Three-Family	40%	60%	60%
Four-Family	45%	60%	60%
Single Family Detached with sewer	30%	50%	50%
Duplex	35%	60%	60%
Single Family Attached	45%	70%	60%
Multi-Family	45%	60%	60%
Setback (ft.)			
Front Yard	15; exceptions apply	15	no change
Side Yard	5; 10 for corner lot	10 all heights	no change
Rear Yard	10; 5 for accessory buildings	10 all heights	no change
Exceptions	see Article VII, p.15	alley; porch or similar open structure; common walls or zero lot line developments	no change
Maximum Height (ft.)			
Residential Buildings	35	n/a	no change
Accessory Buildings	15; 25 if living unit on second floor	n/a	no change
Garages	max. height of primary structure	n/a	no change
All other Buildings	35	n/a	no change

** Range applies to first 3 dwelling units. Minimum lot size increases by 800-1,500 sq. ft. for each additional dwelling unit.*

How can you contribute?

- Complete the Questionnaire
- Write down your idea or concern on any image or document
- Visit the Virtual Public Work Session
- Follow updates on the Project Website
- Attend Community Meeting #2 (and/or VPW#2)
- Attend the adoption hearings.

Virtual Public Work session



Thank You

Attachment B

City of Coburg Code Assistance Update

Community Survey

Q-1 How long have you lived in Coburg?

- ☐ 0-10 years
- ☐ 11-30 years
- ☐ 30+ years

Q-2 From the list below Identify four topic's which, in your view, are Coburg's most important code update issues

- ☐ Code Clarity (objective and well-ordered regulations)
- ☐ Resident of camp (current or previous)
- ☐ Lot Standards Updates (lot sizes, setbacks & coverage after septic)
- ☐ Housing Types/Options
- ☐ Mixed Use Development (formalizing how and where)
- ☐ Commercial and Industrial Design Standards
- ☐ Downtown Parking
- ☐ Coburg Loop Implementation
- ☐ Transportation (Vehicle)
- ☐ Transportation (Bicycle and Pedestrian)

Q-3 In your opinion, which residential areas within Coburg's City Limits best exemplify Coburg's ideal residential character?

- ☐ Southeast (south of Pearl and east of Coburg Road)
- ☐ Northeast (north of Pearl and east of Coburg Road)
- ☐ Northwest (north of Pearl and west of Coburg Road)
- ☐ Southwest (South of Pearl and west of Coburg Road)

Q-4 Residential lot sizes in Coburg vary from 4,500 to 16,000 sq ft. Oregon's Model Code suggests a minimum lot size of 5,000 - 7,000. Coburg's current minimum is 7,500. Coburg should:

- ☐ Bring the lot size minimums within the upper end of the range recommended in the Model Code (6,000- 7,000)
- ☐ Bring the lot size minimums within the lower end of the range recommended in the Model Code (5,000 - 6,000)
- ☐ Leave lot size minimums as they are
- ☐ Investigate the issue further

Q-5 Coburg's zoning does not currently allow the following housing types (though policies support them). Please identify the housing types you would support:

- ☐ Cottage Housing
- ☐ Micro Housing (Tiny Houses)
- ☐ Small Lot Single Family Housing
- ☐ Single Family Attached (Townhouses)

Q-6 Coburg's Comprehensive Plan and existing code allow mixed use development (development which combines uses (e.g. residential and commercial)). Coburg has no mixed use standards. Which would you recommend?

- ☐ Require mixed use development adjoining existing single-family residential neighborhoods to be designed to be compatible in scale and intensity with existing development
- ☐ Require development of mixed use under the existing Master Planning process
- ☐ Allow residential use on the ground floor where not located on Willamette Street
- ☐ Design standards addressing building entrances, pedestrian connections to public street, lighting and parking.
- ☐ Height bonus and other incentives for mixed use development

Q-7 In efforts to reduce reliance on the automobile, one proposed strategy is to reduce required parking for new development (which are higher than comparable communities). Which of the following should the City consider?

- ☐ Reduce number of parking spaces required for new development
- ☐ Maintain current requirements (2 parking spaces per single family dwelling), but provide exceptions (for example, reduce required number where owner adequately demonstrates reduced need)
- ☐ Reduce required number of parking spaces and provide for exceptions

Q-8 On a scale of 1-5, how would you rate your interest in the City allowing mobile food vendors (food carts)

- ☐ 1. Very Opposed
- ☐ 2. Somewhat Opposed
- ☐ 3. Neutral
- ☐ 4. Somewhat in Favor
- ☐ 5. Very Much in Favor

Q-9. If mobile food vendors were allowed in Coburg, identify three possible regulations which would be most important to you:

- ☐ Hours of Operation
- ☐ Time limitations for parking the unit
- ☐ Locational limitations (e.g. only allowed in Central Business District)
- ☐ Upkeep and maintenance
- ☐ Design/signage
- ☐ Lighting
- ☐ Waste Disposal

Q-10. Accessory dwelling units (an additional, usually smaller, dwelling on a lot (e.g. "mother-in-law apartment") are currently allowed in Coburg. They could be allowed in more circumstances. Which of the following limitations would you like to see:

- ☐ Either the primary or accessory dwelling must be owner-occupied
- ☐ Only one accessory unit per lot
- ☐ No larger than 800 square feet
- ☐ Maximum number of bedrooms
- ☐ Parking requirements or limitations
- ☐ Minimum lot size to accommodate accessory dwelling unit

Q-11. Which of the following regulations of the city's streets or bikeways are most important to you and/or your family:

- ☐ Standards for bike boulevards (low-speed streets optimized for bike traffic)
- ☐ Driveway standards (for example, distance to intersections)
- ☐ Requirements for Street trees and other landscaping
- ☐ Absence of sidewalks and curbs

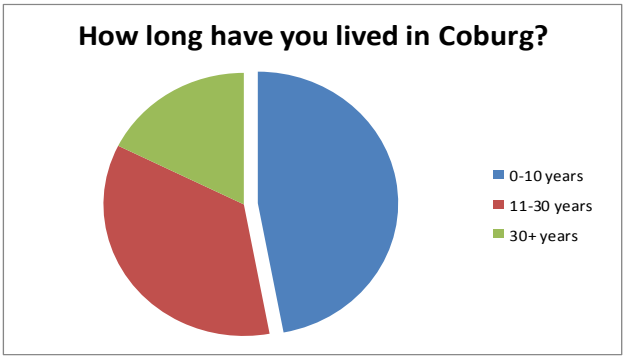
Q-12 Please select four of the following characteristics of Coburg which are the most important to you:

- ☐ Easy access to I-5
- ☐ Close proximity to Eugene/Springfield Metro area
- ☐ Historic character
- ☐ Easy accessibility from one side of town to another
- ☐ Small town
- ☐ Local businesses
- ☐ Local Schools
- ☐ Rural Character

Questionnaire Results:

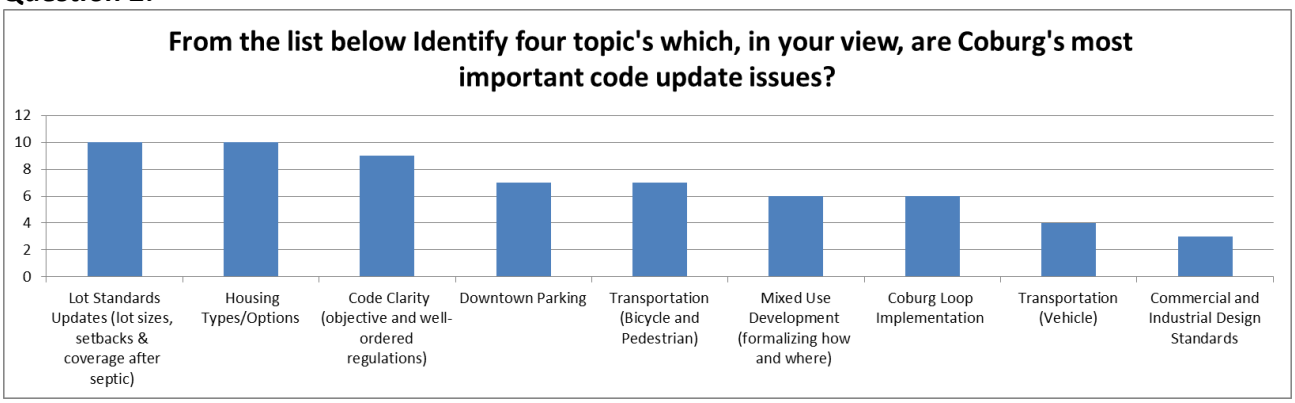
Visuals reflect totals for both meetings. Count= Physical Meeting, VPW = Virtual

Question 1:

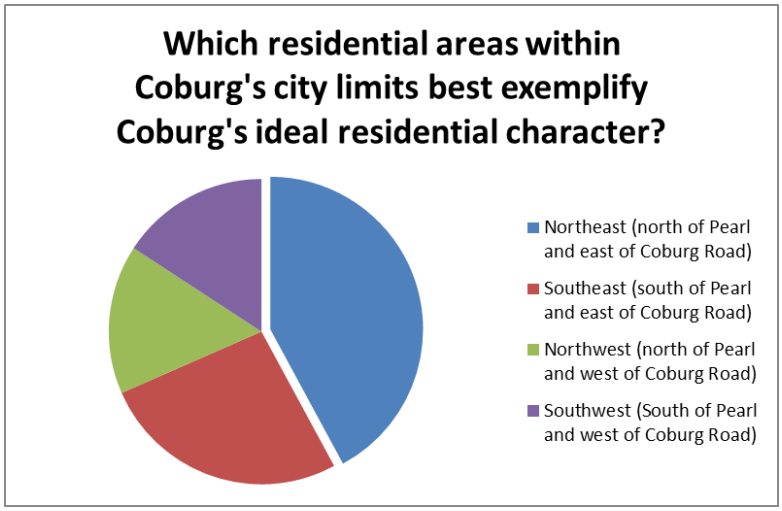


Answer	Count	VPW	Total
0-10 years	4	4	8
11-30 year	4	2	6
30+ years	2	1	3

Question 2:

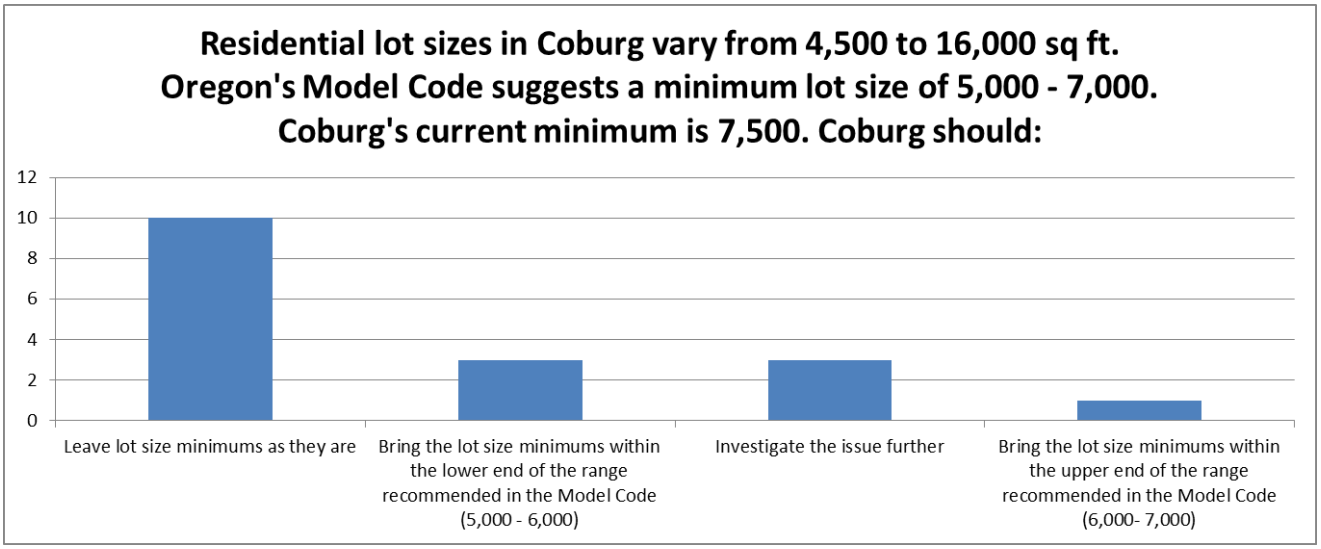


Question 3:

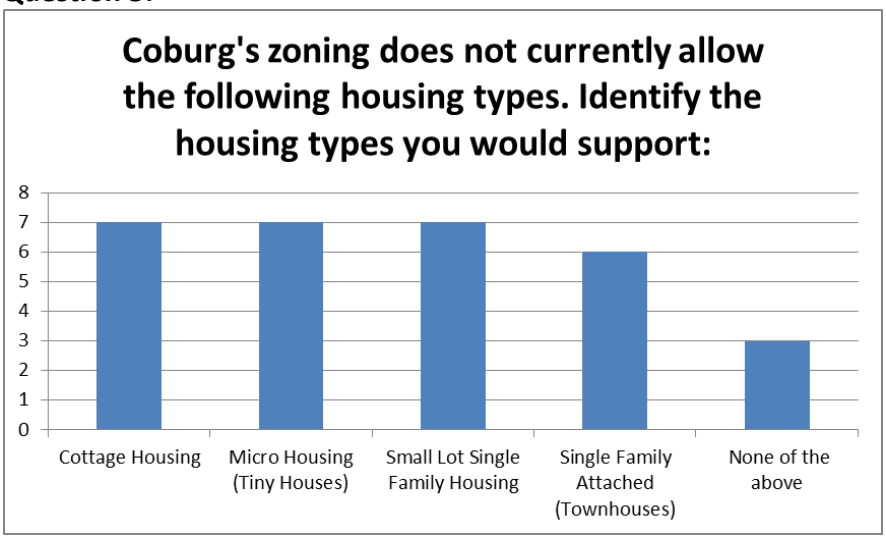


Answer	Count	VPW	Total
Northeast	5	3	8
Southeast	3	2	5
Northwes	3		3
Southwes	1	2	3

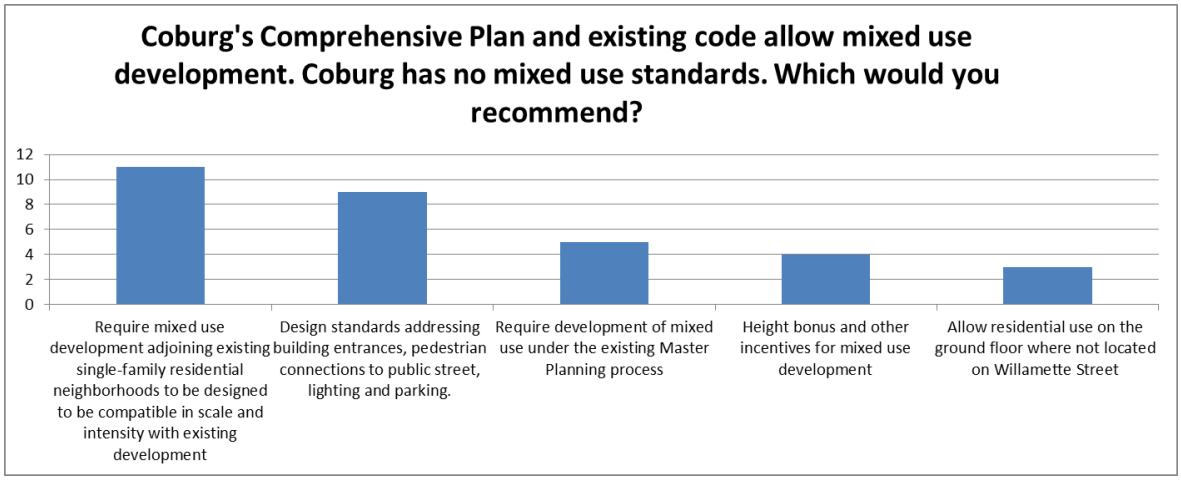
Question 4:



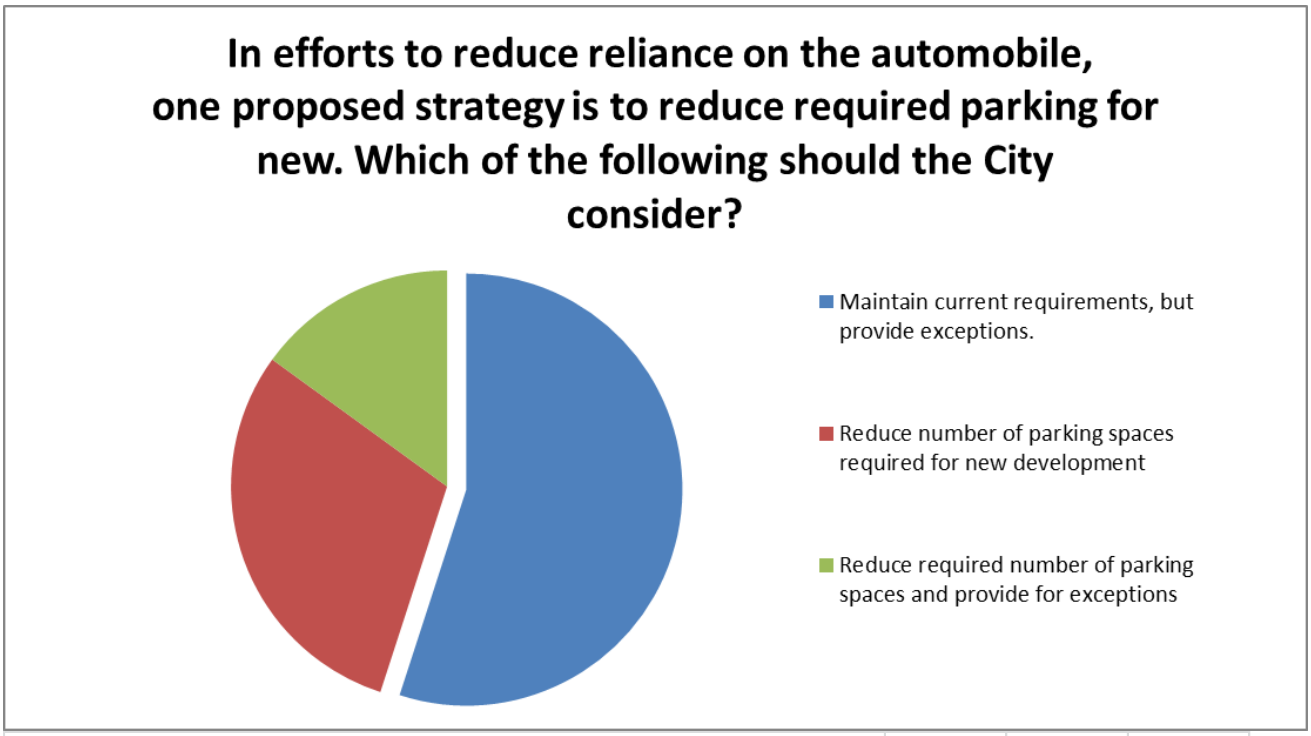
Question 5:



Question 6:

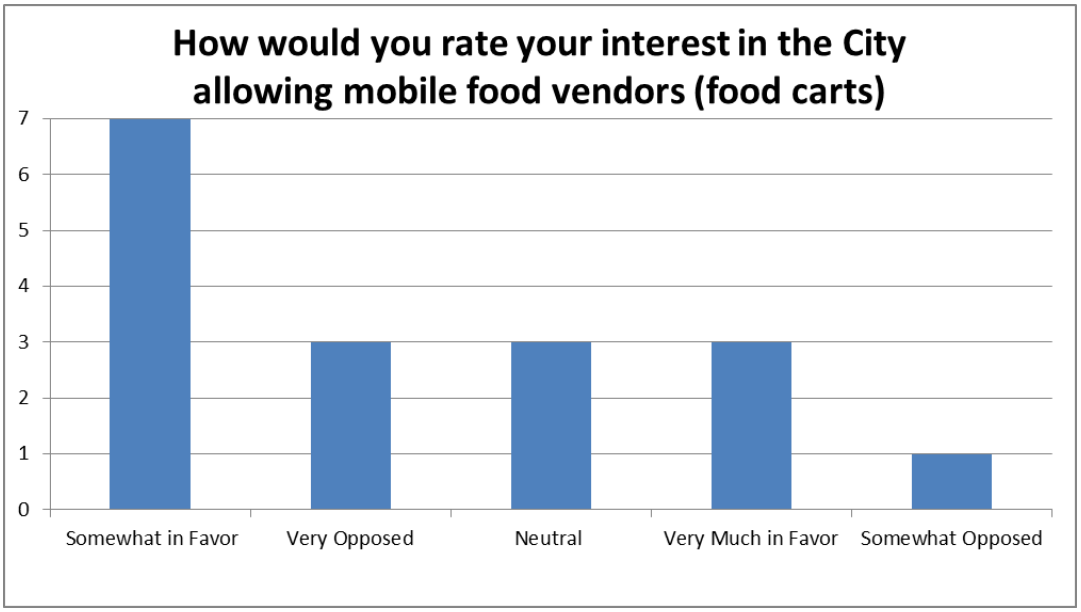


Question 7:



Answer	Count	VPW	Total
Maintain current requirements, but provide exceptions.	7	4	11.00
Reduce number of parking spaces required for new development	2	4	6.00
Reduce required number of parking spaces and provide for exceptions	2	1	3.00

Question 8:



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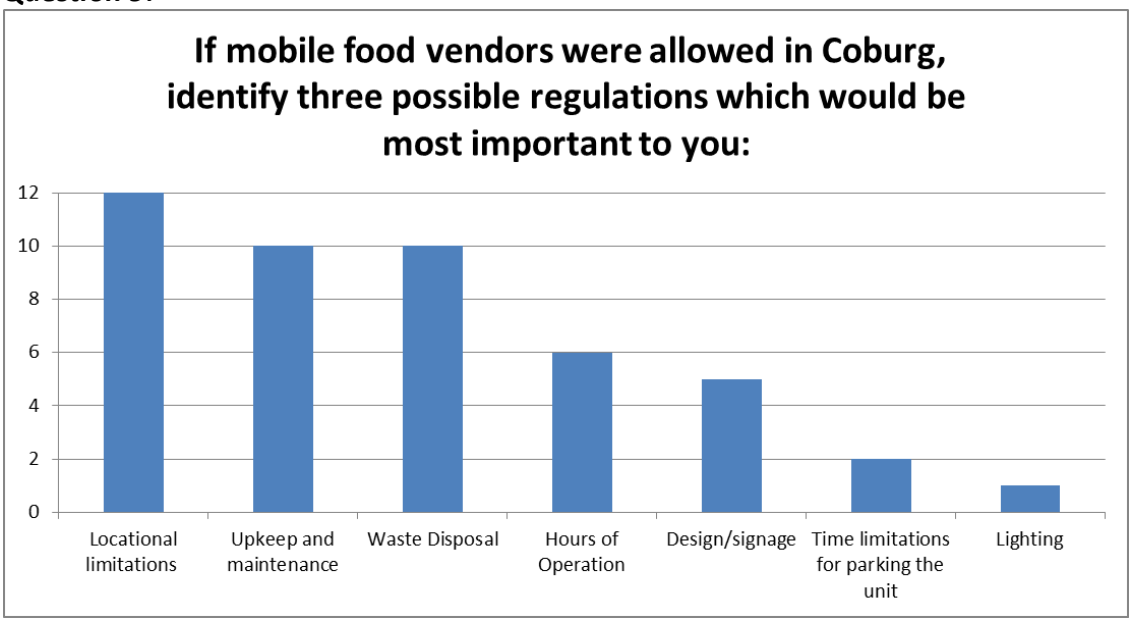

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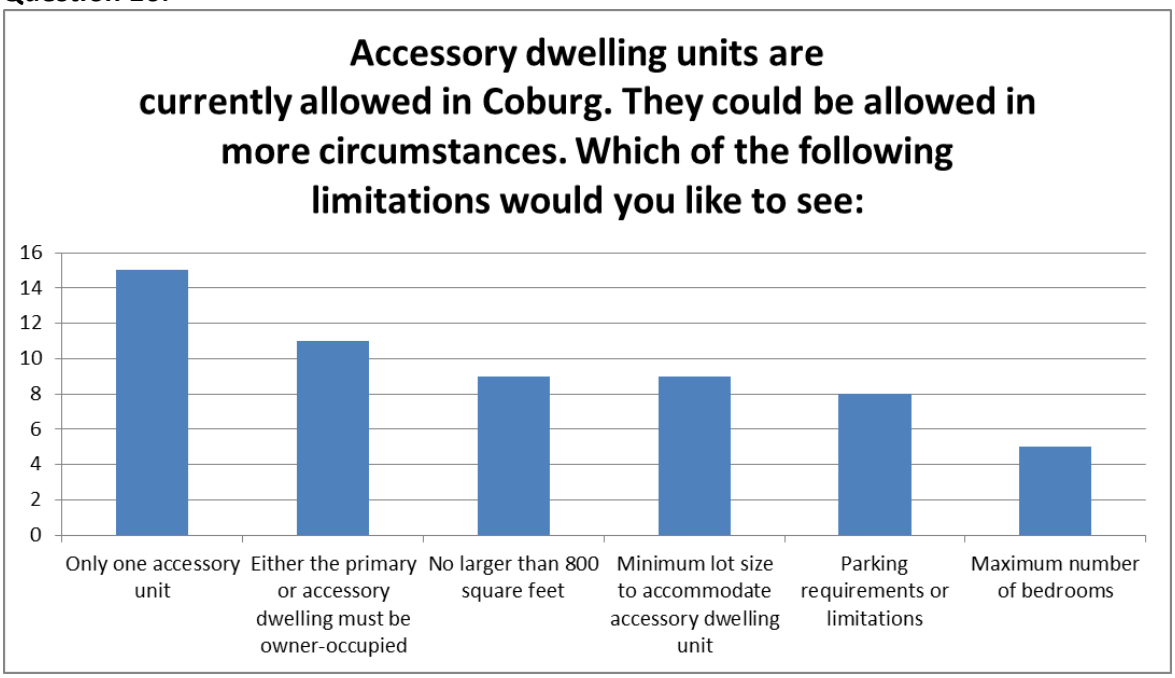

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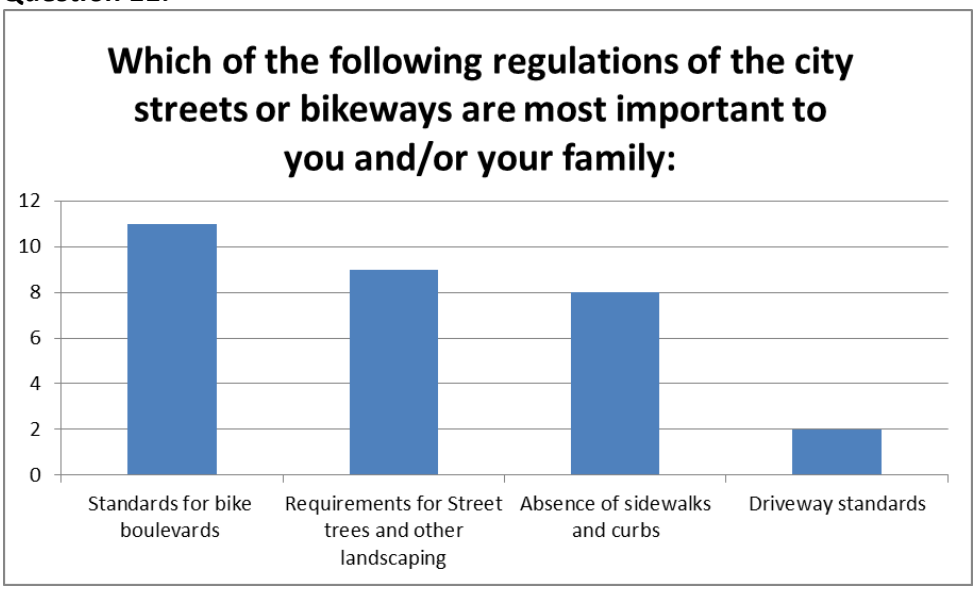
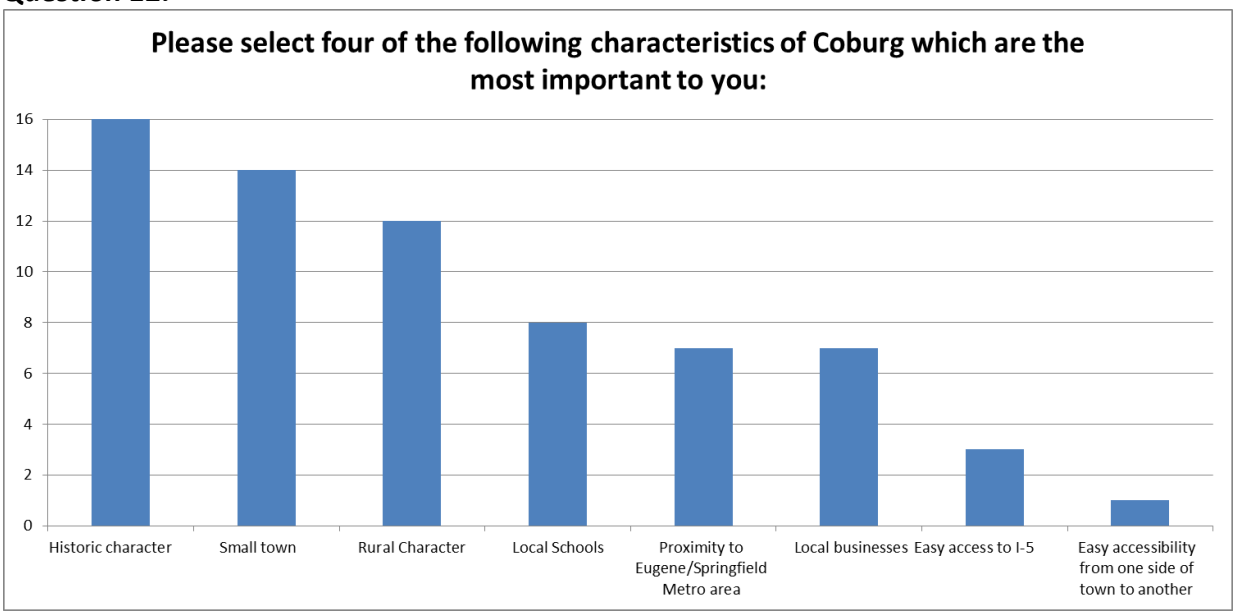


Question 12:



Question 13: Comments

- less requirements for commercial/residential parking limits businesses;
- have no mixed use lots;
- if we increase denisty, how can we maintain quaility of life issues? For example noise issue. This is the single most important issue to our household;

Housing Type Examples

Page 1 : Cottage Cluster Housing

Page 2 : Tiny Houses (Micro Houses)

Page 3 : Small Lots

Page 4 : Townhouses

Cottage Cluster Housing Examples

Tiny Houses (Micro Housing) Examples

Small Lot Example

DETACHED
Small lot
"when footprint > 30%"

EXAMPLE
Northwest Landing
DuPont, WA

NET DENSITY
8.4 dua / 21 uph

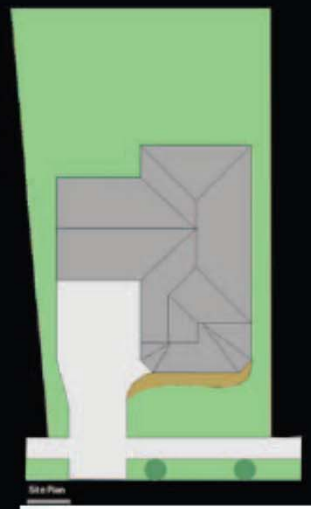
LOT SIZE
5,200 sf

HOUSE FOOTPRINT
1,837 sf or 32%

STREET FRONTAGE
52 '

PARKING
2

BEDROOMS
4



Small Lot Example

DETACHED
Zero lot line
One wall on a property line

EXAMPLE
Northwest Landing Cottage
DuPont, WA

NET DENSITY
13.5 dua / 34 uph

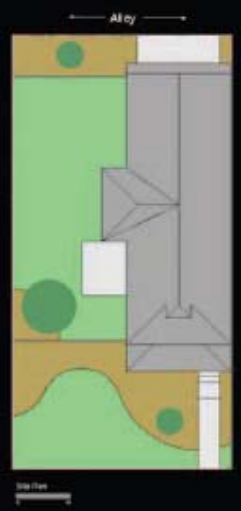
LOT SIZE
3,200 sf

HOUSE FOOTPRINT
1,158 sf or 36%

STREET FRONTAGE
40'

PARKING
2

BEDROOMS
3



Town House Examples

ATTACHED
Townhouse

EXAMPLE
Olive townhouses (12 units)
Eugene, OR

NET DENSITY
24 dua / 60 uph

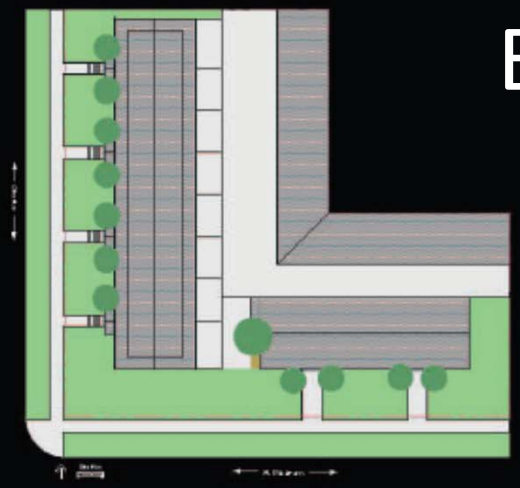
LOT SIZE
22,250 sf
1,850 sf / dwelling

HOUSE FOOTPRINT
10,250 sf or 46%

STREET FRONTAGE
334 '

PARKING
12

BEDROOMS
30



CITY OF COBURG DRAFT CODE AMENDMENT MATRIX (May 22, 2017)

Code Section	Current Code Language or Description	Potential Amendments
ARTICLE VII DISTRICT REGULATIONS		
A. Traditional Residential District (TR)	*Sections 2.a(1) and 2.b(2) allow accessory dwelling units (ADUs) in the TR district; the definition of accessory dwelling currently includes numerous requirements and design standards that should be found in Article VIII*	The supplemental regulations, Article VIII, will include standards specifically for ADUs; those should be cross-referenced here; section A.2.b(2) (allowing only one ADU on lot with primary detached dwelling) will be moved to ADU standards in VIII
	Section 2does not allow cottage housing	Allow cottage housing as permitted or conditional use in TR; would need to be excepted from density requirement; cottage housing may not be appropriate at all in TR
	Section 2 does not currently allow mixed use	Allow "low impact" mixed uses in TR in very limited locations and circumstances; e.g., consider allowing MU along a 200-foot strip of land on either side of Van Duyn/Coburg between Stallings and Willamette St.
	Section 4 provides the minimum lot requirements: generally 10,000 square feet for properties not served by sewer and 7500 for properties served by sewer; it also provides maximum coverage (30%) and minimum width requirements (60 ft)	Feedback from stakeholder interviews supports lowering the minimum lots size to 6000. Perhaps 50 feet lot width for interior lots; and maybe 40% lot coverage in the TR district. See charts.
	Section 5 provides the minimum residential density standards in the TR district	These provisions are very complicated; they need to be rewritten. The code update proposes higher densities in this area, but the zone still needs to implement the comprehensive plan residential designation it relates to. For example, the TMR district provides: "The maximum density permitted on any parcel shall be 13 dwelling units per acre, not including accessory dwelling units." Include a simple way to calculate density and then cross-reference in the TMR zone. "Housing density is calculated by multiplying the total lot or parcel size by the applicable density standard." Gross acres—refer to definition of

Code Section	Current Code Language or Description	Potential Amendments
		"density".
	Section 6 provides the minimum yard setbacks. 15 feet front yard setback; 7 feet side yard; rear yard 10 feet, 5 feet for accessory structures	Coburg Loop Implementation Plan provides revisions to these standards found at p.45 of Plan. With the smaller lot sizes proposed in this district, the yard setbacks should be shrunk slightly. The setbacks themselves are pretty standard so revisions will include, for the most part, exceptions-- including exceptions for eaves, bay windows and such, provided a certain setback is maintained and all building codes are complied with. Fences allowed within setback subject to certain restrictions.
B. Traditional Medium Residential (TMR)	*Section 2 provides the permitted uses in the zone. It specifically does not allow ADUs.*	Amend Section 2 to allow ADUs subject to the standards set forth in Article VIII.
	Section 2 does not currently allow cottage housing.	Provide definition of cottage housing; allow cottage housing as a permitted use subject to certain standards. Allowance for cottage housing would need to provide an exemption for compliance with the density standard.
	Section 2 does not currently allow mixed uses; those are currently only allowed in Central Business District (and in a limited way in industrial)	Allow mixed use in TMR; vertical and horizontal
	Section 3 Minimum lot requirement, max density, minimum lot width, max lot coverage; 3,350 for single family and max density of 13 DU /acre, 40 feet, 30%	These standards are already pretty much in line with what would be expected. Revise maximum lot coverage to 40%.
	Section 4. Minimum residential density—80% of the maximum density; i.e., 10.4 units per acre	Exempt residential care homes, assisted living facilities, accessory dwellings.
	Section 5. Minimum yard requirements. Front = 15; side = 5; rear = 10 or 5 for accessary structures; architectural features exempt	Include revisions from Coburg Loop Implementation Plan at page 45; perhaps include same exempt language that appears in TR zone.
C. Central Business	*Section 2.a(4)—mixed use development (residential with another permitted use) allowed subject to standards found in Section 12. Currently allowed only above or behind commercial use, unless on*	Require residential above or below (daylight basement?) ground floor only where fronts on Willamette Street. This section says it can apply to any non-residential permitted use, but Section 12

Code Section	Current Code Language or Description	Potential Amendments
	an individual lot	says only commercial. Need to be consistent. Consider supplemental regulations in VIII if mixed use will be allowed other places
	Section 2.a(13) (new)	Allow mobile food carts in central business district, subject to obtaining business permit and subject to certain standards (See Article VIII); consider allowing in other districts in addition to central business district (industrial, highway commercial or campus industrial)
	Section 7—Parking and Access Requirements; currently simply cross references Article VIII	TSP incudes specific off-street parking requirements for Central Business District p. 69. Insert them here; require compliance with Article VIII
	Section 12—Mixed Use Standards	See Section 2 commentary; if district-specific mixed use standards are created, then those standards may appear in the district regulations, or in Article VIII (Supplemental Regulations)
D. Highway Commercial	*Section 2(a) – Permitted Uses. Add subsection (13)*	Add commercial condominiums as a permitted use; subject to special standards in Article VIII
	Section 4(e) setbacks on street frontages	Coburg Loop Plan requires additional language here referencing the Plan; pp 45-46
E. Light Industrial	*Section 2(a) Permitted Uses*	Add a section allowing commercial condominiums as permitted uses; subject to special standards in Article VIII
	Section 2(a)(8)—allows transportation facilities	Per Coburg Loop, p 46, add "and Parks and Open Space Master Plan."
	Section 5.g—setbacks on street frontage	Coburg Loop Plan requires additional language here referencing Parks and Open Space Master Plan; p 46
	Add a section 7.	TSP page 70; district specific parking regulations; also apply Article VIII.
F. Campus Industrial	*Section 2(a)—Permitted Uses*	Add commercial condominiums as a permitted use; subject to special standards in Article VIII

Code Section	Current Code Language or Description	Potential Amendments
	Add Section 5.g	Per Coburg Loop Plan, p. 46
	Section 2.c.	Distribution Centers and warehousing will not be allowed in Campus Industrial; add definitions of these terms
	Add new Section 6 and change existing 6 to 7;	Add requirement for employment to acreage ratios; applicable design standards should focus on multi-modal; ;size limits in campus industrial; no distribution centers;
G. Parks and Open Space	*Section 1.b(5)*	Add Coburg Loop Path design standards, p 46; standards should include vertical setback
ARTICLE VIII. SUPPLEMENTARY DISTRICT REGULATIONS		
B. Parking Regulations	*Section 2. Off-Street Parking Regulations. These regulations provide the minimum off-street parking requirements for a broad array of uses. The hope is that we can reduce the required parking spaces to disincentivize reliance on the automobile.*	The existing, active TSP provides minimum off-street parking requirements. However, nowhere in the TSP does it say that those standards are required to implement the TSP. they were merely included as draft amendments as a way of complying with the TSP. It should be simple to justify consistency with the TSP when adopting code changes that reduc e the number of off-site parking spots. Maybe for small residential lots , only one vehicle space required, as called for in Model Code; Mixed uses—combination of uses minus 1 or percentage Exceptions—provide a mechanism for approving less parking where applicants show need not required or parking is accommodated somewhere else; criteria similar to 4.b. Joint use allowed when demonstrate certain criteria. One driveway per SFR unit
	Section 5 Bike Parking	Review and update; specifically, remove requirement for sheltered bike parking
	Section 6. vehicular parking area improvements TSP, p. 73 call for a subsection (e): "Any lights provided to illuminate any public or	Add (e); add subsection that will address design of parking improvements to address stormwater; i.e., driveways and areas

Code Section	Current Code Language or Description	Potential Amendments
	private parking area or vehicular sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district or use."	for parking shall utilize bio driveways. Pervious parking, cul-de-sac design; for non-residential, require landscaping and other amenities
	Section 9. This provision provides design standards and guidelines that are specific to single family attached and multi-family	These are standards that are "in addition" to the standards found in Section 4, which apply to single-family detached, manufactured, single-family attached and multi-family. We may move Section 9 either into Section 4 or at least move it so that it directly follows section 4. Consider deleting Section 9.b. related to multi-family dwelling storage.
C. Pedestrian Access and Circulation	*These regulations address internal ped circulation for commercial and multi-family; ped access to transit; and internal ped and bike systems shall connect to external systems*	The TSP provided changes to the subdivision ordinance addressing ped and bike ways (Ordinance VII.D.f); these should be incorporated in this section.
F. Street Standards	*Section 1. requires new development to conform to the city's street standards.*	Remove reference to TSP; these provisions implement TSP. add subsections: a. dedication provision (authorizes city to require dedication of land for streets) b. Street improvements—taken from Section 3 c. Landscaping—take from F.2 in current code d. Street width—take standards from proposed TSP; these are consistent with, although not identical to the old TSP e. Incorporate specific access spacing requirements for construction near the interchange, as provided in IAMP 6-3 (other sections of the code may have to cross-reference this section); e.g., zone changes, CUPs; road spacing; driveway standards and spacing add connectivity requirements here—provide private or public connections to existing streets or stubouts if connection not feasible; provide additional pedestrian and bike connection to adjacent residential development new commercial buildings

Code Section	Current Code Language or Description	Potential Amendments
		must either provide shower facilities or increase required bike parking by a certain amount; secure indoor bike parking
	Section 3. Street Improvements—Includes table for street standards	Include in table a reference to Bicycle Boulevards, which are identified in the Coburg Loop Plan. Require bicycle lanes, at a minimum
	Add new Section. Additional street standards applicable to subdivisions; renumber remaining sections	a. grades and curves—p.14 of subdivision ordinance b. blocks c. connectivity d. cul-de-sacs e. intersections of streets and alleys, paths 1. angles—ordinance p. 13 2. offsets—P. 13 ordinance f. reserve strips—new provision g. public accessways p. 16 of code h. street names—p. 14 of code i. Street trees
Add G. Other Public Improvements	*Add Provision G, re-number the rest*	Add a provision that authorizes the city to require dedication of easements for streets, drainage (stormwater easements), utility lines.
J. Design Standards and Guidelines	*Section 4 and 7 both provide design standards for residential uses;*	Sections 4 and 9 should be combined somehow; most likely 9 should be wrapped into Section 4; add subsection (j) that will only apply to single family attached and multi-family. Open space standards.
	Section 5. new section. (Commercial/Industrial)	Include Commercial Condominium standards; including, fire suppression, sound transmission, utility metering, landscaping, parking, screening of mechanical units, refuse storage, capital reserves; consider allowing commercial condominiums in highway commercial, light industrial, and/or campus industrial. Include standards that focus on walkability, bikeability, and

Code Section	Current Code Language or Description	Potential Amendments
		efficient use of land; including access to bike system (Coburg Loop path); bike parking
	New Section 6 for ADU design standards	Options: ownership requirements Size limits; setbacks; pitch; height Be alert to requirements that could minimize use of ADUs: Requiring ADU be attached or internal; Parking requirements; Owner occupancy requirements; Requiring conditional use for certain more impactful elements
	New Section 7 for Mixed Use design standards	This section may be under the design standards and guidelines section, or could appear in a new stand-alone section of Article VIII. Consider incorporating mixed use standards from Model Code and other examples. E.g., mixed use development must be compatible in scale and intensity with existing development, standards addressing building entrances, pedestrian connections to the public street, lighting and parking; consider possibility of incentives for mixed use development; window placement for privacy; for building entryways on Willamette Street or other main corrido, entrance must be on the main street. No parking between building and street Other considerations: lighting, screening equipment; open space (must be usable open space) requirement for certain dense development building design standards—glazing, façade relief; articulation

Code Section	Current Code Language or Description	Potential Amendments
		standards that deter future cul-de-sacs paved pathway connections (>6;) from dead ends, including cul-de-sacs to nearest adjacent ROW (existing—e.g., Canterbury slough to Abby St.)
	New Section 8 for Cottage Housing	Consider the following restrictions: Size of unit (floor area)—768-998 sq. ft. Cluster size—no more than 8 plus one common structure Density—1.75 or 2 / dwelling unit allowed in zone Height limit—22 feet Second Floor limit—118-203 or same as first floor Open space—200-575 square feet per unit Distance between structures—6-10 feet Setbacks—10 feet side and rear Parking—on-street; common parking structure; provide flexibility
	New section under Design Standards for Mobile Food Carts	
	Sections 8 and 9 are misnumbered	Design standard modification provision should be at the end, probably Section 9 after Section 8 for Cottage Housing
K. Home Occupation Standards	*Sections 8 and 9 are reserved. Commercial, mixed use, and industrial*	They appear to be intended as part of Section J, Design Standards and Guidelines
ARTICLE XI. TYPES OF REVIEW PROCEDURES		
I. Traffic Impact Studies	*Section 1. This section provides the triggers for traffic impact studies*	Add a subsection h. that identifies that where in the IAMP area, a traffic impact study is required where proposed development will generate more than 100 AM or PM peak hour trips per day or 600 Average Daily Trips. Code will include a graphic map of the IAMP area.
	Section 2. This section determines what is required in a traffic impact study	Revise to include 2 subsections; one for requirements for regular traffic impact studies, and one for requirements for IAMP traffic

Code Section	Current Code Language or Description	Potential Amendments
		impact studies.
ARTICLE XIII LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS		
A. Purpose (maybe add "and Applicability)	*Section 2.*	Fix numbering; add a provision that addresses reduction of traffic congestion.
B General Requirements	*Section 1 explains the general two-step process for typical land divisions; also includes requirements that apply to both partitions and subdivisions.*	Sections will include flag lots, lot size averaging, all partitions and subdivisions will be served by water, sewer, access; conditions of approval authorized
C. Partitions (new section)	*Section 1 Tentative Partition Plan Review* *Approval criteria in current code combine subdivisions and partitions; criteria for partitions should include:* *Complies applicable lot and density standards; standards for streets , alleys (cross-reference); public improvement standards; proposed partition will not create new nonconforming situation; additional requirements where a public street is created; shadow plats for lots created that are larger than a certain size.*	A. Applicability—requests to create 2 or 3 within a calendar year; Type II process; no building permit or other development permit may be issued prior to tentative approval B. Submittal Requirements—Consider spelling out much of the information required on the application form only and not appearing in the code itself; Shall submit application in form approved by the city (same below for subdivisions) C. Requirements for Information that must appear on the Plan D. Approval Criteria-- E. Expiration
	Section 2 Final Partition Plat Review	A. Submittal Requirements B. Approval Criteria— *a. city surveyor has approved* *b. public improvements required by code or tentative approval are completed or bonded* *c. public assessments, liens and fees have been paid* *d. all conditions of tentative partition approval have been met* *e. final plat substantially conforms to the provisions of the approved tentative partition.* C. Expiration

Code Section	Current Code Language or Description	Potential Amendments
D. Subdivisions (new section)	*1. Tentative Subdivision Plan*	A. Applicability- 4 or more lots within a calendar year; Type III B. Submittal Requirements—address any proposed phasing; according to IAMP (Interchange Area Management Plan), proposed development that will generate more than 100 AM or PM peak hour trips per day or 600 Average Daily Trips, requires a traffic impact analysis (TIA—Coburg calls these traffic studies); shall be prepared in accordance with ODOT's 2005 Development Review Guidelines; TIA adequacy determined jointly by ODOT, City and County. If conflict between city guidelines and ODOT development review guidelines, ODOT's control; required mitigation determined by ODOT with participation by city and county and shall be consistent with OAR 734-051 and 660-012-0050; any required mitigation shall be by the city (This language will likely be incorporate d into Article XI.I.2.). Current code (XIII.F.1.b) requires traffic study (generally, outside IAMP) "if required by the road authority"; this section needs to make clear that traffic studies must be submitted in circumstances outlined in XI.I.1 AND where required by road authority. Section XII. C. Approval Criteria— *Complies with applicable lot and density standards; standards for streets , alleys (cross-reference); public improvement standards; proposed partition will not create new nonconforming situation; shadow plats for lots created that are larger than x.* D. Expiration
	2. Final Subdivision Plat	A. Submittal Requirements B. Approval Criteria C. Expiration
E. Modifications and extensions(new section)	*Modifications--Per Section XVI of existing code*	

Code Section	Current Code Language or Description	Potential Amendments
C. (existing) Pre-Planning for Large Sites	*These sections, taken from the Model Code, address required master planning of lots greater than one acre. They are redundant of the city's master planning provisions in Article XV*	Section C "requires" planning for sites over 1 acre in the residential district; current Master Planning Provisions provide an overlay zone and certain circumstances where master planning is discretionary. It appears Section C merely duplicates the Master Planning requirements in Article XV. If so, these provisions should be combined. Move Pre-Planning for large site to B. General Requirements and simply cross-reference master planning provisions.
D. (existing) Flexible Lot Size; Flag Lots; Lots Accessed by Mid-Block Lanes	*These provisions address some street standard issues and some general requirements*	These provisions are taken from the Model Code, and given the format of Coburg's existing code, should be moved into the appropriate existing other sections—e.g., Section B.4 already addresses lot size averaging, so Section D.1 is redundant
D. Conditional Use Permits—Criteria, Standards and Conditions of Approval	*This section provides the criteria for CUPs in all zones*	Language in the IAMP requires that land use applications within the IAMP Management Area Boundary be coordinated with ODOT and be consistent with the adopted IAMP. This section will have to be revised to include compliance with the IAMP in areas covered by the IAMP (will include figure showing IAMP boundary).
ARTICLE XV. MASTER PLANNED DEVELOPMENT		
B. Master Planned Development--Applicability	*The purpose of the Master Plan provisions is to promote and facilitate the coordinated development of larger-scale developments through adoption of a master plan. Section B provides where master planning is allowed and/or required*	Identify what projects are "required" to conduct master planning, including any development within the area identified in the IAMP. The code would include a Figure that identifies the land included in the IAMP, and thus where development would require master planning.
ARTICLE XIX. MISCELLANEOUS PERMITS		
A. Temporary Use Permits	*Section 1 addresses seasonal and special events*	Further address temporary structures for special events; make compatible with special events ordinance

Code Section	Current Code Language or Description	Potential Amendments
ARTICLE XXII. ZONE CHANGES		
A. Zone Change Procedures and Criteria	*Subsection 2. Provides criteria for District Amendment*	Language in the IAMP requires that land use applications within the IAMP Management Area Boundary be coordinated with ODOT and be consistent with the adopted IAMP. This section will have to be revised to include compliance with the IAMP in areas covered by the IAMP (will include figure showing IAMP boundary). The IAMP specifically calls out zone changes that "may affect the performance of the interchange."
ARTICLE XII. DEFINITIONS		
	Abut or Abutting (new)	
	Accessory Dwelling	*Revise definition so that standards are found in Article XIII; probably just include first one or two sentences of existing definition*
	Adjoining; adjacent (new)	
	Alley (new)	
	Commercial Condominium (new)	
	Conditional Use (new)	
	Cottage Housing (new)	*Placeholder*
	Density [add new definition]	*The intensity of residential land uses, usually stated as the number of housing units per net acre.* *a. Gross Density. The number of residential dwelling units per acre based on the area of the site found inside the parcel boundary. This includes the building lots, parking and driving areas, sidewalks, public right-of-ways, public and private streets and common driveways, public and private open space areas, and other tracts intended for public use.*

Code Section	Current Code Language or Description	Potential Amendments
		b. Net Density. The number of dwelling units per acre based on the net site acreage, which does not include sidewalks, public right-of-ways, public and private streets, common driveways, [public and private open space areas, and other tracts intended for common use.] don't want to penalize for providing open space *c. Bonus Density. Density bonuses are granted by the Planning Commission and/or City Council to the developer, to have an overall ratio of dwelling units to the planned development site area greater than would be allowed for a conventional development in the same location . . .*
	Distribution Center (new)	
	Lot	*Most of the definitions found in the Land Division Ordinance are transferred ver batim into the code. However, the definition of lot is different. The definition of lot that is found in the code includes regulatory requirements, and is not simply a definition of the term "lot." It will be revised.*
	Nonconforming Use (new)	
	Recreational Vehicle (new)	
	Sale or Sell	*This definition includes strikeouts that should not appear in a codified provision.*
	School (new)	
	Setback (new)	
	Story (new)	
	Subdivision	*The term subdivision refers to the subdivision ordinance. Any reference to the ordinance should be removed from the code, as it will be repealed.*
	Warehousing (new)	

Code Section	Current Code Language or Description	Potential Amendments
Model Code Definitions	*Review Model Code Definitions and consider revising code definitions consistent with the Model Code*	

Existing Housing Densities and Lot Sizes in Coburg

Block: Delaney and Skinner

Dwellings Units per Acre: 6.19

Average Lot Size: 7,798 sq ft.

Minimum Lot Size: 4,293 sq ft.

Maximum Lot Size: 13,414 sq ft.

Age of Housing: 1900-1978

Block: Coleman and Mill

Dwellings Units per Acre: 5.2

Average Lot Size: 9,387 sq ft.

Minimum Lot Size: 6,251 sq ft.

Minimum Lot Size: 17,543 sq ft.

Age of Housing: 1900-1980

Coburg Homes on <= 6,000 Square Foot Lots (7.2 du/acre)

Block: Rustic and Shane

Dwellings Units per Acre: 4.16

Average Lot Size: 10,508 sq ft.

Minimum Lot Size: 9,969 sq ft.

Minimum Lot Size: 11,567 sq ft.

Age of Housing: 1997-1998

Block: Abbey and Austin

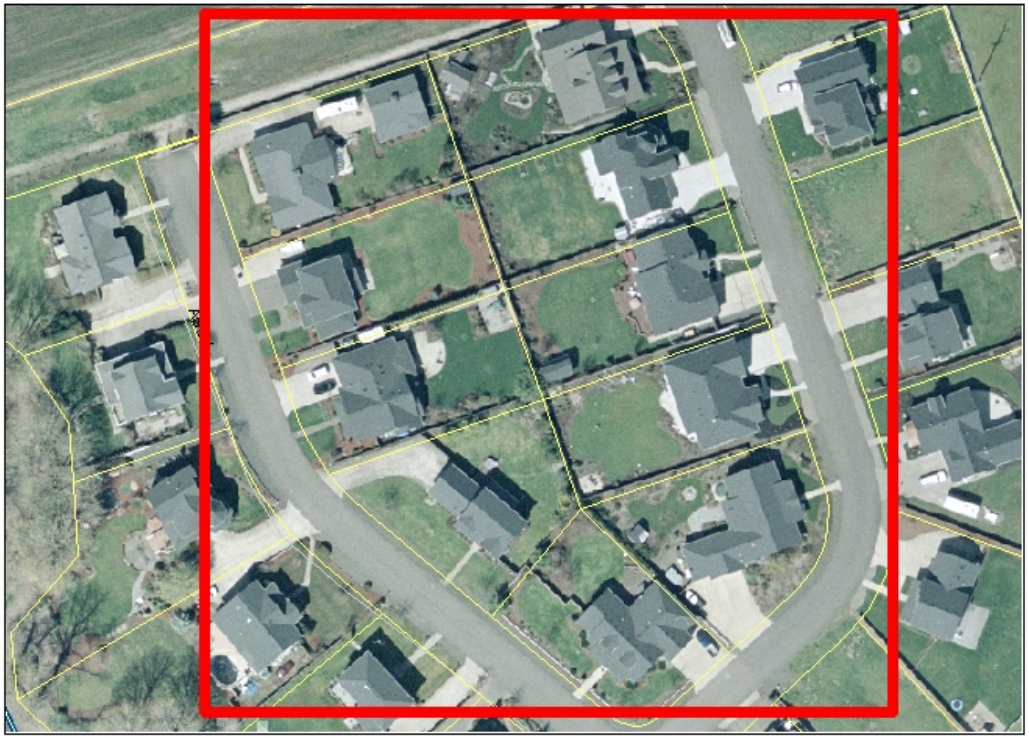
Dwellings Units per Acre: 2.87

Average Lot Size: 15,240 sq ft.

Minimum Lot Size: 14,024 sq ft.

Maximum Lot Size: 16,648 sq ft.

Age of Housing: 1998-2006



Block: McKenzie and Skinner

Dwellings Units per Acre: 5.11

Average Lot Size: 11,786 sq ft.

Minimum Lot Size: 7,233 sq ft.

Minimum Lot Size: 16,521 sq ft.

Age of Housing: 1910-1974

Five Principles of Smart Development

The following five principles represent the most notable aspects of smart development. Together they describe an interconnected system of community building.

PRINCIPLE 1 EFFICIENT USE OF LAND AND ENERGY RESOURCES

Smart development preserves Oregon's most precious resource: Oregon

Smart development supports the preservation of land and natural resources. These benefits result from compact building forms, infill development, and moderation in street and parking standards. At the regional scale in Oregon, urban growth boundaries have encouraged more compact development patterns, protecting farmland from urban sprawl. At the local scale, compact building patterns preserve land for city and neighborhood parks as well as local woods and wetlands. Furthermore, compact development shortens trips, lessening dependence on the automobile, and therefore reducing levels of energy consumption and air pollution. Finally, a compact development pattern supports a more cost-effective water management process than does low-density fringe development.

PRINCIPLE 2 FULL UTILIZATION OF URBAN SERVICES

The same frugality of land development also supports efficient use of public and private infrastructure. Smart development means creating neighborhoods where more people will use existing services like water lines and sewers, roads, emergency services, and schools. Under-building, whether within or outside urban areas, places a financial strain on communities trying to provide for the construction and maintenance of infrastructure needs.

Building compactly does not mean all areas must be densely developed.

Building compactly does not mean all areas must be densely developed. Rather, the goal is an average density for the area, at a level that makes full use of urban services. Averaging allows for areas to have a mix of low, medium, and high intensity development. Mixing densities to encourage efficient use of services

also means requiring a high level of building and siting compatibility, encouraging neighborhoods to have both character and privacy.

Careful street sizing and the accommodation of some parking on streets reduces impervious surfaces and efficiently uses urban services by saving on land acquisition, construction, and maintenance costs. In short, streets should be sized for their use: lower density areas that have little through traffic are best served by slower, narrower streets, while transportation corridors that move district-wide traffic need wider travelways.

PRINCIPLE 3 MIX OF USES

Locating stores, offices, residences, schools, and recreation spaces within walking distance of each other in compact neighborhoods with pedestrian-oriented streets promotes:

- Independence of movement, especially for the young and the elderly who can conveniently walk, cycle, or ride transit;
- Safety in commercial areas, through around-the-clock presence of people;
- Reduction in auto use, especially for shorter trips;
- Support for those who work at home, through nearby services and parks; and
- A variety of housing choices, so that the young and old, singles and families, and those of varying economic ability may find places to live.

Building compactly means that neighborhoods make full use of existing urban services, and can more easily afford amenities such as parks.

Mixed-use examples include a corner store in a residential area, an apartment near or over a shop, and a lunch counter in an industrial zone. Most codes prohibit the co-location of any residential and commercial buildings. This prohibition is based on the functional and architectural incompatibility of the buildings. Using design standards, in tandem with mixed-use zoning, overcomes incompatibility. Additionally, limitations on commercial functions, such as hours of operation and delivery truck access, may be necessary. More fundamentally, to gain the full benefits of a mix of uses, buildings must be conveniently connected by streets and paths. Otherwise, people will still be inclined or required to use cars, even for the shortest trips.

Well-designed streets comfortably accommodate pedestrians, cyclists and motorists

For people who have the option to choose how they travel, transportation must be safe, convenient, and interesting. These performance factors affect sidewalk and street design, placement of parking, and location of building fronts, doors and windows. Well-designed bike lanes and sidewalks protect people from vehicle accidents. Orienting windows and doorways to the sidewalk increases awareness and the safety of the streetscape.

Convenience begins with a connected network of streets that provides alternative routes with reasonable walking distances between destinations. A properly designed network also promotes neighborhood safety by routing the heaviest traffic around neighborhoods, without sacrificing street connectivity. Field studies have shown that the level of aesthetic interest is a critical factor in choosing a walking route. People are unwilling to walk further than about 300 feet through a parking lot to reach a desired destination, yet they will walk at least three times that distance along a street of storefronts.

Providing compact, mixed-use development connected by safe, convenient, and interesting networks of streets and paths promotes:

- Walking, cycling, and transit as viable, attractive alternatives to driving;
- Less traffic congestion, and air pollution;
- The convenience, density, and variety of uses necessary to support transit;
- A variety of alternative routes, thereby dispersing traffic congestion; and
- Lower traffic speeds, making neighborhoods safer.

PRINCIPLE 5 DETAILED, HUMAN-SCALED DESIGN

Community acceptance of compact, mixed-use development requires compatibility between buildings to assure privacy, safety and visual coherency. Similar massing of buildings, orientation of buildings to the street, the presence of windows, doors, porches and other architectural elements, and effective use of landscaping all contribute to successful compatibility between diverse building types.

Human-scaled design is also critical to the success of streets and paths as preferred routes for pedestrians, cyclists and motorists alike. In general, smart street design considers the role of pedestrians along with that of vehicular traffic, emphasizing the quality of the walking environment. For instance, parallel parking may be considered a hindrance to vehicle flow, but for pedestrians and shop owners, on-street parking is a benefit because it reduces speeding traffic and protects the sidewalk.

Porches are a human-scaled design element that connects the public and private realms.

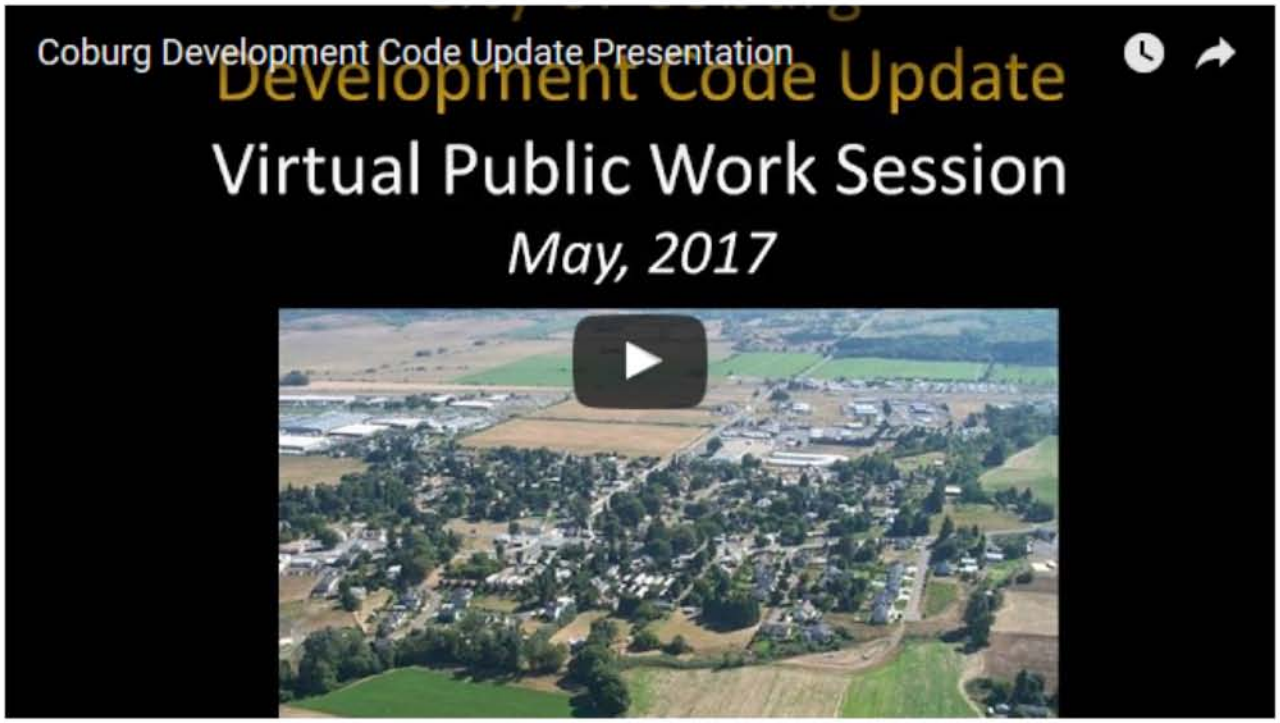
Designing streets that are balanced for pedestrians, cyclists, and motorists promotes the development of community through the informal meeting of neighbors. Neighborhood safety is improved, since neighbors can more easily come to know one another and watch over each other's homes.

As a resident or stakeholder of Coburg, what are your views on Coburg's Development Code (including proposed changes)

Views 169
Interactions 7
Closed

Select Language
Powered by Google Translate

Attachment C



VIDEO IMAGE

The City of Coburg has seized an opportunity to utilize Oregon Transportation And Growth Management (TGM) Program support and help from the Lane Council of Governments Commission and stakeholders, have prepared an evaluation of those issues and a number of draft code update concepts (available under "Topic Details"). The Code Update Team need resident's and stakeholder help in determining how to proceed. This "Virtual Public Worksession" is one opportunity to provide such feedback. Please review the presentation, review the materials (under the "Topic Details") and complete the 13 questions.

More Info: Coburg Development Code Evaluation
Draft Code Matrix
Development Code Update Detailed Schedule
5 Principles of Smart Development
Coburg Development Code Community Outreach and Engagement Plan
Coburg's Development Code Update Project Website
Coburg Planning Documents

THIS SURVEY IS NOW CLOSED

CALLISTER Jacob (LCOG)

From: Lane Voices <support@mindmixer.com>
Sent: Wednesday, May 31, 2017 9:06 AM
To: CALLISTER Jacob (LCOG)
Subject: Lane Voices Topic Summary Report / Guide the Current Update of Coburg's Development Code

Topic Summary Report

A topic has closed on Lane Voices

Topic: Guide the Current Update of Coburg's Development Code

As a resident or stakeholder of Coburg, what are your views on Coburg's Development Code (including proposed changes)

The City of Coburg has seized an opportunity to utilize Oregon Transportation And Growth Management (TGM) Program support and help from the Lane Council of Governments (LCOG) to make updates to the City's Development Code. The City has identified 19 issues for code update consideration. The City and LCOG, working with the Planning Commission and stakeholders, have prepared an evaluation of those issues and a number of draft code update concepts (available under "Topic Details"). The Code Update Team need resident's and stakeholder help in determining how to proceed. This "Virtual Public Worksession" is one opportunity to provide such feedback. Please review the presentation, review the materials (under the "Topic Details") and complete the 13 questions.

Surveys Submitted	7	Comments	0

Survey Results

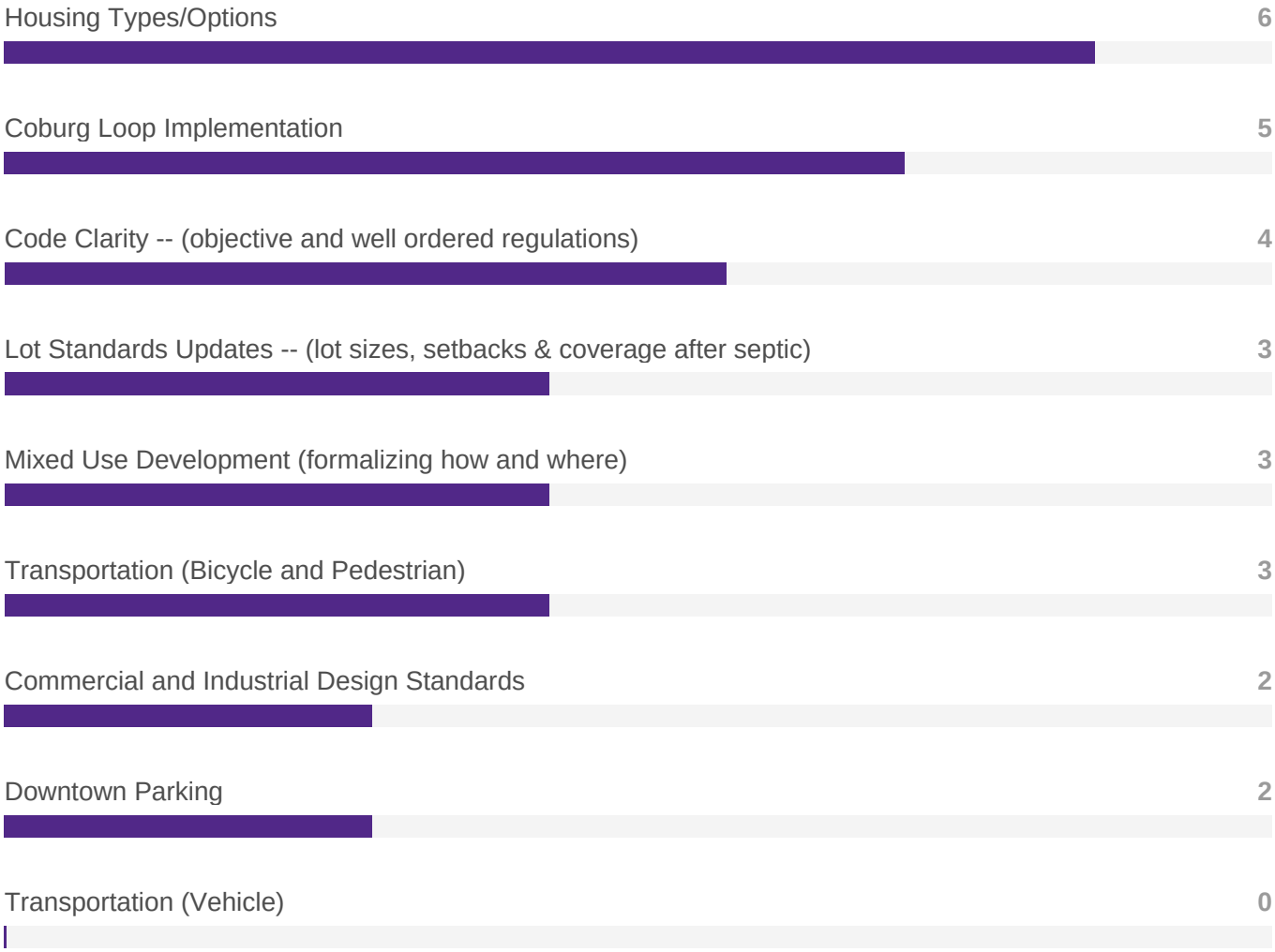
QUESTION 1

How long have you lived in Coburg?

0-10 years	4
30+ years	2
11-30 years	1

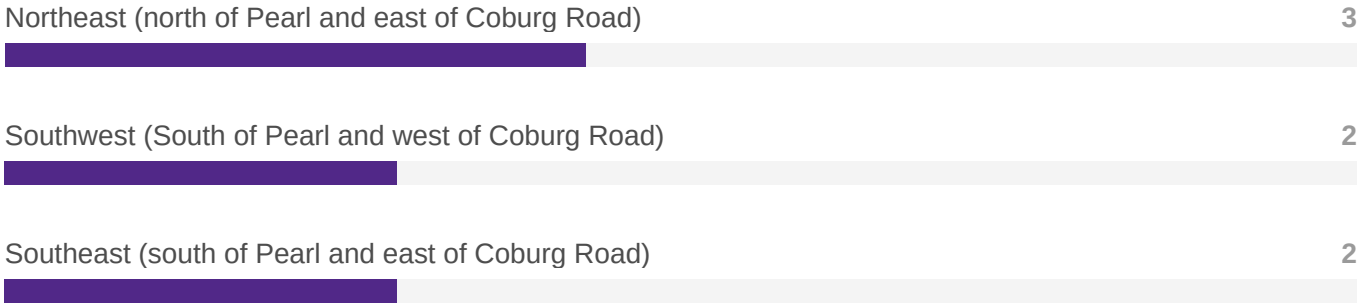
QUESTION 2

From the list below Identify four topics which, in your view, are Coburg's most important code update issues



QUESTION 3

In your opinion, which residential areas within Coburg's City Limits best exemplify Coburg's ideal residential character?



Northwest (north of Pearl and west of Coburg Road) 0

QUESTION 4

Res. lot sizes in Coburg vary from 4,500 to 16,000 sq ft (Examples) Oregon's Model Code suggests a minimum lot size of 5 - 7,000. Coburgs current minimum is 7,500. Coburg should:

Leave lot size minimums as they are 4

Investigate the issue further 1

Bring the lot size minimums within the upper end of the range recommended in the Model Code (6,000-7,000) 1

Bring the lot size minimums within the lower end of the range recommended in the Model Code (5,000 - 6,000) 1

QUESTION 5

Coburg's zoning does not currently allow these housing types (though policies support them). Please identify which you would support: Examples

Cottage Housing 4

Micro Housing (Tiny Houses) 4

Small Lot Single Family Housing 3

Single Family Attached (Townhouses) 3

None of the above 1

QUESTION 6

Coburg's Comprehensive Plan and existing code allow mixed use development (development which combines uses (e.g. residential and commercial)). Coburg has no mixed use standards. Which would you recommend?:

Design standards addressing building entrances, pedestrian connections to public street, lighting and parking. 7

Require mixed use development adjoining existing single-family residential neighborhoods to be designed to be compatible in scale and intensity with existing development 5

Require development of mixed use under the existing Master Planning process 3

Allow residential use on the ground floor where not located on Willamette Street 2

Height bonus and other incentives for mixed use development 2

QUESTION 7

In efforts to reduce reliance on the automobile, one proposed strategy is to reduce required parking for new development (which are higher than comparable communities). Which of the following should the City consider?

Maintain current requirements (2 parking spaces per single family dwelling), but provide exceptions (for example, reduce required number where owner adequately demonstrates reduced need) 4

Reduce required number of parking spaces and provide for exceptions 4

Reduce number of parking spaces required for new development 1

QUESTION 8

On a scale of 1-5, how would you rate your interest in the City allowing mobile food vendors (food carts)?:

4. Somewhat in Favor 3

3. Neutral 2

5. Very Much in Favor 1

1. Very Opposed 1

2. Somewhat Opposed 0

QUESTION 9

If mobile food vendors were allowed in Coburg, identify three possible regulations which would be most important to you:

Locational limitations (e.g. only allowed in Central Business District). 6

Upkeep and maintenance 5

Design/signage 4

Waste Disposal 2

Hours of Operation 2

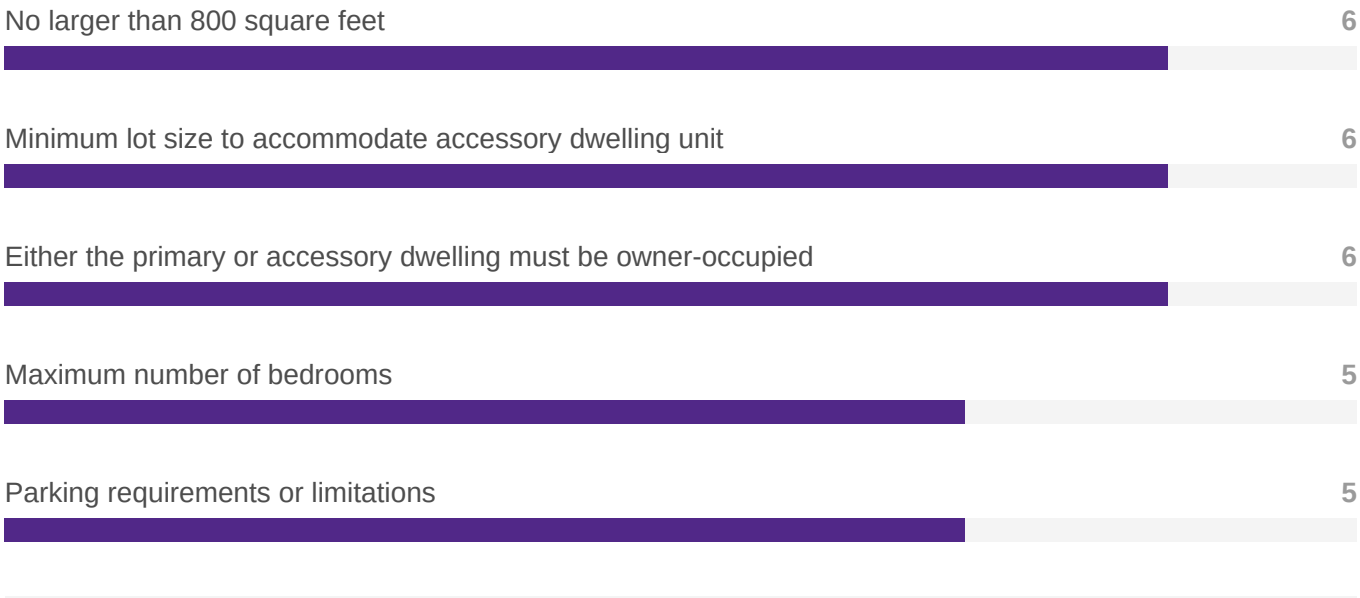
Time limitations for parking the unit 2

Lighting 0

QUESTION 10

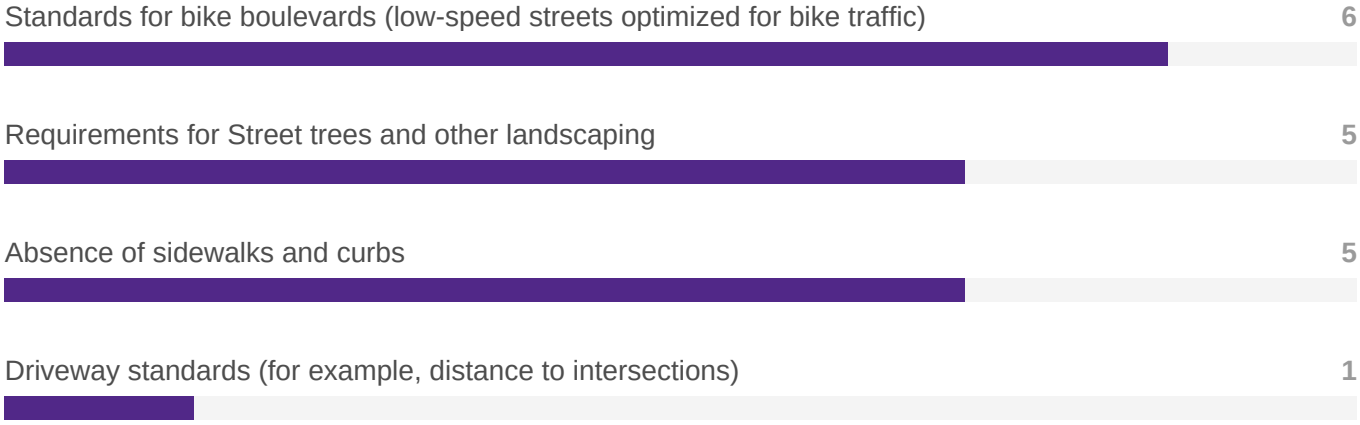
Accessory dwelling units (an additional, usually smaller, dwelling on a lot (e.g. "mother-in-law apartment")) are currently allowed in Coburg. They could be allowed in more circumstances. Which of the following limitations would you like to see:

Only one accessory unit per lot 7



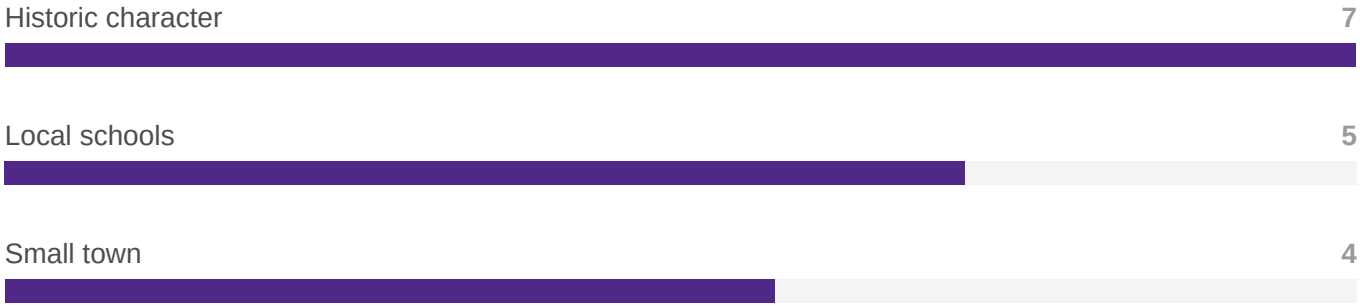
QUESTION 11

Which of the following regulations of the city's streets or bikeways are most important to you and/or your family:



QUESTION 12

Please select four of the following characteristics of Coburg which are the most important to you:



Local businesses 4

Rural character 3

Close proximity to Eugene/Springfield Metro area 3

Easy accessibility from one side of town to another 1

Easy access to I-5 1

QUESTION 13 (OPTIONAL)

LCOG and the City have prepared and attached a DRAFT CODE UPDATE MATRIX (View). Please note any feedback you have for consideration in the FINAL CODE UPDATE MATRIX.

Open Ended Question **(Click to View Responses)** **3** Responses

6% of people participated

(8 of 139 total participants)

38% Less than your average and **69% Less** than the MindMixer average

Gender Breakdown

67% (4 Females)

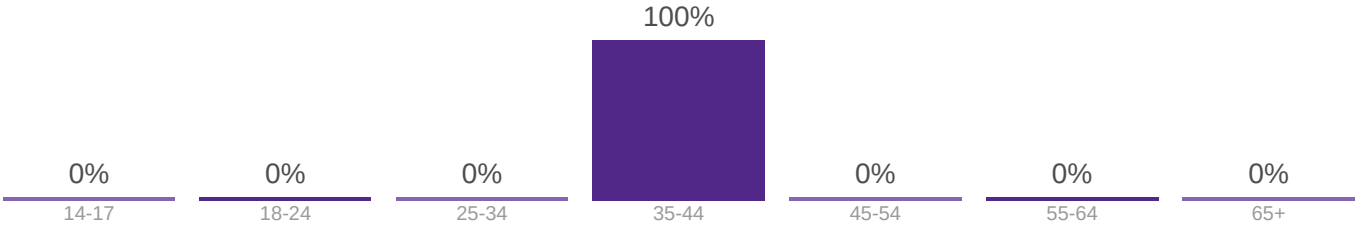
33% (2 Males)

Top Postal Codes

97408

97401

Age Breakdown



What’s Next?

Add another Topic Invite more Participants

Don’t forget to spread the news and share these results with your team!

MINDMIXER: We power an online platform to help communities with online engagement. Our mission is to build better communities by involving people in the things they care about.

ADDRESS: MindMixer - 1735 Baltimore Ave - Kansas City MO 64108

WHY: You’re receiving this email because you are an administrator of Lane Voices.

LINKS: **Visit Lane Voices**

This email was sent to jcallister@lcog.org unsubscribe from this list

Attachment D

COBURG DEVELOPMENT CODE UPDATE

OPEN HOUSE

Monday, May 22nd, 7-9 pm at Coburg City Hall

Come learn about and influence amendments to Coburg's Subdivision and Zoning Codes. Presentation at 7:10. Topics will include:

- *Housing Types*
- *Preservation of Coburg's Character*
- *Bicycle and Pedestrian Safety*
- *Lot Standards*
- *and more…*

Learn more about our Virtual Open House and **stay informed by visiting:**
www.coburgoregon.org/planning/page/development-code-update