

CITY OF ROSEBURG
PLANNING COMMISSION
Monday, May 6, 2019
City Hall Council Chambers – 7:00 pm

*copy
4/22/19*

NOTE: It is up to each of you as Commissioners and Staff to let staff know before the day of the meeting if you will not be able to attend. Thank you.

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL: Chair Ron Hughes Daniel Onchuck Victoria Hawks
 Kerry Atherton Ron Sperry Shelby Osborn
 John Kennedy
- III. APPROVAL OF MINUTES
 A. April 1, 2018 – Planning Commission Meeting
- IV. AUDIENCE PARTICIPATION: See Reverse for Information
- V. FINDINGS OF FACT
 A. File No. AP 19-001 – Appeal of Land Partition [P-18-007]
- VI. PUBLIC HEARING
 A. LUDR-19-002 – Pine Street Waterfront Overlay [Legislative]
- VII. BUSINESS FROM STAFF
 A. Director’s Report
- VIII. BUSINESS FROM THE COMMISSION
- IX. NEXT MEETING – June 3, 2019
- X.. ADJOURNMENT

*** * * AMERICANS WITH DISABILITIES ACT NOTICE * * ***

Please contact the office of the City Recorder, Roseburg City Hall, 900 SE Douglas Avenue, OR 97470-3397 (Phone 541-492-6700) at least 48 hours prior to the scheduled meeting time if you need an accommodation. TDD users please call Oregon Telecommunications Relay Service at 1-800-735-2900.

The agenda packet is available on-line at: <http://www.cityofroseburg.org/your-government/commissions/planning-commission/>

AUDIENCE PARTICIPATION INFORMATION

The Roseburg Planning Commission welcomes and encourages participation by citizens at all meetings. To allow the Commission to deal with business already scheduled, it is asked that anyone wishing to address the Commission follow these simple guidelines.

Non-Agenda Items

If you wish to address the Planning Commission on a matter not on the agenda, at the appropriate time please raise your hand and wait to be recognized by the Chair. Persons addressing the Commission must state their full name and address for the record. All remarks are to be directed to the Planning Commission. For items not on the agenda the presentation should be brief and be on a topic of interest to the Planning Commission, such as a general land use matter. These presentations are reserved for new material which has not been previously considered. The Planning Commission will not be taking action on any item presented under Audience Participation and if needed will provide direction to staff for appropriate follow-up.

Agenda Items

For items on the agenda you will be given an opportunity to address the Commission once the item is called. Agenda items typically begin with establishing those who have party status, (to be explained by the Chair), a report from staff, followed by Commission questions to staff, then the applicant along with anyone he wishes to call as a witness on his behalf will be called to speak, followed by those with party status. After all initial testimony is completed there will be an opportunity for rebuttal. Everyone addressing the Commission is subject to questioning. After the hearing portion of the item is completed, the Commission will discuss the matter with a motion for consideration being presented and acted on.

Once final action is taken on Quasi-Judicial matters, the action of the Commission can be appealed to the City Council within 14 calendar days of the decision by filing a Notice of Review with the Community Development Department. Action on Legislative matters is typically a recommendation to the City Council and will be forwarded to them for final consideration.

For further details or information please contact the Community Development Department Monday through Friday, 8:00 a.m. to 5:00 p.m., at Roseburg City Hall, 900 SE Douglas Avenue, Third Floor, Roseburg OR 97470, phone number 541-492-6750, or e-mail cmatthews@cityofroseburg.org

**CITY OF ROSEBURG
PLANNING COMMISSION MINUTES
April 1, 2019**

CALL TO ORDER

Chair Hughes called the regular meeting of the Roseburg Planning Commission to order at 7:00 p.m. on Monday, April 1, 2019 in the Roseburg City Hall Council Chambers, 900 SE Douglas Avenue, Roseburg, Oregon.

ROLL CALL

Present: Chair Ron Hughes, Commissioners Victoria Hawks, John Kennedy, Dan Onchuck, Shelby Osborn and Ron Sperry.

Absent - Excused: Chairman Kerry Atherton

Others present: Community Development Director Stuart Cowie, Associate Planner Ricky Hoffman, and Department Technician Chrissy Matthews.

Chair Hughes welcomed newly appointed Commissioner Kennedy.

APPROVAL OF MINUTES

Commissioner Hawks moved to approve the January 7, 2019 minutes as presented. The motion was seconded by Commissioner Onchuck and approved with the following votes: Commissioners Hawks, Kennedy, Onchuck, Osborn and Sperry voted yes. No one voted no. Chair Hughes abstained due to not being present at January's meeting.

AUDIENCE PARTICIPATION - none

PUBLIC HEARING – Quasi Judicial

Chair Hughes read the procedures for this Quasi-Judicial Public Hearing. He then opened the public hearing. Commissioner Sperry recused himself due to his law office representing Mr. Jinks. Commissioner Onchuck recused himself due to having met with Mr. Jinks and Ms. Marvin regarding the property in question. Chair Hughes disclosed he participated in the development of the Diamond Lake Blvd Access Management Plan manual; however, he does not believe that would preclude him from participating in the hearing. No one objected.

Mr. Cowie stated no one came forward requesting party status.

Mr. Cowie briefed the Commission on the supplemental staff report. Dustin Jinks is the property owner of 152 Sunshine Road. He applied for and was granted an administrative approval of a preliminary plat for a proposed three-parcel land partition as detailed in the Administrative Decision, File No. P-18-007. On February 12, 2019, Mr. Pugh filed a timely appeal of the decision on behalf of his client Janice Marvin. Ms. Marvin owns adjacent property to the northwest of the subject property.

Staff's findings included:

- Review of consistency with Comprehensive Plan polices, specifically, Transportation Element Policy numbers 1 and 2, and Urban Growth Policy number 3, which consists of addressing parallel street connections to Highway 138, as prescribed by the Diamond Lake Blvd/Hwy 138 Access Management Plan.

- Addressed consistency with the Mixed Use zoning designation, ensuring that all parcel standards of the underlying zone are met by the proposed land partition.
- Review of the access and adjoining street system in relation to the proposed land partition, which demonstrates that each parcel maintains adequate and feasible access and the current right-of-ways serving as frontage to the property are adequate and do not require further dedication.
- Sections 12.12.010(M) & (T) are referenced as the platting, mapping and approval standards for the final partition plat, which are carried through as conditions of approval for the final plat.

Mr. Pugh submitted a timely letter of remonstrance indicating that the City should require an irrevocable offer to dedicate a 60-foot wide public right-of-way along the northern boundary of parcel three of Mr. Jenks' proposed partition. This right-of-way would serve a future street that could then provide vehicular access to Ms. Marvin's land locked property. He further stated if this cannot be accomplished, Mr. Pugh is requesting that the City prohibit development within the northerly 60 feet of parcel three in an effort to maintain the ability to obtain future access along this portion of the property to serve Ms. Marvin's parcel without the encumbrance of a structure blocking the way. Mr. Pugh referenced the purpose statement of the Land Divisions portion of the code Section 12.12.010(B) indicating the City's ability to "provide for the proper width and arrangement of streets and thoroughfares and their relation to existing or planned streets and thoroughfares." He also referenced subsections (E) and (F) of Section 12.12.010 further referring to the City's ability to plan for future street systems.

Mr. Jinks is not proposing any internal street systems that would require dedication of public right-of-way in order to access a newly created parcel as part of the partition. Each proposed parcel has adequate frontage along existing public rights-of-way of either Sunshine Road or Hwy 138. Proper access may be obtained via ODOT or the City in order to provide future vehicular access to each proposed parcel from either of these two existing roadways. Due to the nature of Hwy 138, access points should be limited in order to provide efficient and safe travel along the highway.

In order to address access issues along the Hwy 138 corridor, ODOT developed the Diamond Lake/Hwy 138 "Access Management Plan". This plan was completed and adopted in 2003. It identifies future routes that could serve as local roads parallel to Hwy. 138 as an alternative to using Hwy 138 itself. Exhibit F, Figure 11 – "Proposed Local Road Connections", shows that a local road is proposed as part of this plan to run through Mr. Jenks property in an effort to provide a parallel access point to properties and future uses within this area.

Staff initiated discussions with ODOT to see how we may be able to best facilitate the applicant's partition request and address Ms. Marvin's concerns while being able to fulfill the objective of the Access Management Plan within the confines of the partition approval criteria allowed within the code.

Staff determined that the proposed extension of Quarry Rd. could have major impacts on future uses that could occur with all three proposed parcels as extension of Quarry Rd. would mean that it would most likely run directly through the center of the property. Instead, staff looked to see if the public right-of-way that serves as Kester Rd. north of Quarry Rd. could be extended parallel to Hwy 138 in order to connect to Sunshine Rd. If held along the

northern portion of the property this future right-of-way could then serve as possible access to Ms. Marvin's property. ODOT was amenable to this solution, and as a result within the administrative decision, condition #3 indicates the applicant shall provide a notation on the final plat map, in which the northern 60 feet of Parcel 3 running the entire width of the parcel be planned for future extension of Kester Road.

Although this condition does not necessitate the dedication of right-of-way, it does recognize that future right-of-way for the extension of Kester Rd. as a parallel access route could occur thus providing possible access to Ms. Marvin's property. A notation on the plat indicating the proposed right-of-way at this location will also effectively prohibit the development of structures along this portion of property unless future analysis determines the construction of the road in a more viable location.

Mr. Cowie used the example of Subway on NE Diamond Lake Blvd, which has the same type of future right-of-way.

Chair Hughes asked staff if Ms. Marvin's property is in the urban growth boundary (UGB) and if her property is land locked. Mr. Cowie stated the property is within the UGB and the city limits. It appears there is no apparent easement to Ms. Marvin's property.

Commissioner Hawks mentioned she is familiar with the property and recalls an access road on the property. A discussion ensued regarding access, dedicated right-of-way and future right-of-way noted on the plat. Commissioner Kennedy inquired if the applicant, Dustin Jinks, agreed to the notation on the plat. Mr. Cowie confirmed that Mr. Jinks has agreed.

Mr. Cowie noted a correction to Condition (3) should only reference parcel 3.

Applicant, Dustin Jinks, PO Box 1951 Roseburg OR stated the following:

- He was aware of the previous property owner, Mr. Shiller having access to all three properties because he was purchasing them. Mr. Shiller apparently did not record a valid easement, which was discovered by several title companies when Ms. Marvin tried selling her property. Mr. Shiller had three private notes by three different individuals and defaulted on each note.
- He worked with Ms. Marvin to allow utility access through his property but they did not reach an agreement.
- He is currently in a civil lawsuit with Ms. Marvin; however, the right-of-way plat notation will not have an effect on the lawsuit.
- His intent is to build an apartment and gas station on his property.

Mr. Cowie stated the notation on the plat signifies that nothing can be built in the right-of-way location. Commissioner Osborn clarified the right-of-way is to provide east west connection and the purpose is not to give access to Ms. Marvin's property. Discussion ensued regarding Kester Road and its provision for access to Ms. Marvin's property.

Jeff Pugh 3620 Wild River Dr. Roseburg, attorney for Ms. Marvin, and Ms. Marvin 7617 SW Green Valley Terrace, Portland OR 97225 briefed the Commission on the following:

- Ms. Marvin acquired the property through a defaulted loan she had with previous owner, Mr. Shiller.

- Ms. Marvin attempted to sell her property but the sale fell through due to lack of access, which is how she became aware that the property was land locked.
- Ms. Marvin acknowledged she and Mr. Jinks did not come to an agreement to allow utility access through his property.

Discussion ensued regarding history of Ms. Marvin's property, lots of record and road access.

Mr. Jinks provided additional information concerning his interactions with Ms. Marvin regarding their properties.

Mr. Cowie reminded the Commission the history of Ms. Marvin's property and the lack of access is not part of the criteria of the partition standards. Mr. Jinks' property is a lot of record.

Mr. Pugh stated the notation of right-of-way would not grant right-of-way to Ms. Marvin's property; however, the dedication of right-of-way may entice a buyer to be interested in purchasing the property.

A discussion ensued regarding access from Kester Road.

Hearing no further discussion. Chair Hughes closed the public hearing.

Mr. Cowie stated staff determined the partition request as detailed in the administrative decision satisfies the criteria for approval subject to conditions 1-6 contained within the decision. Concerns raised by the appellant within the letter of remonstrance and appeal do not sufficiently address how the applicant fails to meet the approval criteria and does not warrant denial of the application. Therefore, staff recommends the Planning Commission approve file P-18-007 affirming the Administrative Decision to approve the Land Partition at 152 Sunshine Rd.

Commissioner Kennedy moved to approve File P-18-007 affirming the Administrative Decision with the correction to Condition (3) to reference only parcel 3, to approve the Land Partition for Mr. Dustin Jinks at 152 Sunshine Road. The motion was seconded by Commissioner Hawks, and approved with the following votes: Chair Hughes and Commissioners Kennedy and Osborn voted yes. Commission Hawks voted no. Motion passed 3-1.

BUSINESS FROM STAFF

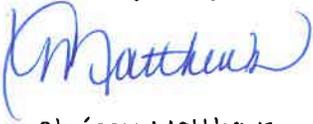
Director's Report - Mr. Cowie reported on the following:

- The Pine Street Waterfront Overlay is coming to a close and anticipates the final draft being presented at the May Planning Commission meeting. He hopes the consultant is able to attend. This project was funded with a grant through Department of Land Conservation.
- The City's implementation of the derelict building process is showing some success. This process has motivated the owners of the Safeway building to continue working on taking the steps necessary to demolish the building. The City's police and fire received access to use the building for training purposes for the month of April.

Demolition is slated for May 6 and may take 6-8 weeks to complete. For safety reasons, a railing will be installed around the remaining slab.

BUSINESS FROM COMMISSION none

ADJOURNMENT - The meeting adjourned at 8:35 pm. The next meeting is scheduled for Monday, May 6, 2019.



Chrissy Matthews
Department Technician

**CITY OF ROSEBURG
PLANNING COMMISSION
AGENDA ITEM REPORT**



File No. AP-19-001 (Appeal of the Director's decision - File P-18-007)

Meeting Date: May 6, 2019

To: Roseburg Planning Commission

From: Stuart Cowie, Community Development Director

Request: Appeal of the Director's decision for a three parcel land partition

ISSUE STATEMENT AND SUMMARY:

Dustin Jinks, property owner of 152 Sunshine Road applied for and was granted administrative approval of a preliminary plat for a proposed three-parcel land partition on February 1, 2019 (File P-18-007). On, February 12, 2019, Jeffery Pugh filed a timely appeal of the decision on behalf of his client Janice Marvin, in accordance with Section 12.10.010(Q). Ms. Marvin owns adjacent property to the northwest of the subject property. Appeal of a decision by the Community Development Director is considered a land use decision of the Planning Commission pursuant to Section 12.10.010(R).

On April 1st, 2019 the Planning Commission held a public hearing for the appeal of the director's decision. During the hearing, the Planning Commission reviewed the applicable criteria for decision and staff's findings. The commission also heard testimony from the applicant and appellant. After the public hearing, the commission deliberating on the item and approved a motion to affirm the director's decision for the three parcel land partition referred to as P-18-007. Attached are the Planning Commission's findings of fact and order regarding the Land Partition and Appeal, as contained within P-18-007 and AP-19-001.

ATTACHMENTS:

- 1) Findings of Fact and Order

In the matter of the appeal of the) Appeal of the Director's
Director's decision regarding the) Decision (P-18-007)
application of Dustin Jinks) Appeal File No. AP-19-001

BEFORE THE ROSEBURG PLANNING COMMISSION

FINDINGS OF FACT AND ORDER

I. NATURE OF APPLICATION

The applicant's request, subject of the appeal, is for approval of a three parcel partition of a 9.60+ acre property addressed as 152 Sunshine Road into three (3) lots of record, Parcel 1 being 2.48+ acres, Parcel 2 being 1.23+ acres, and Parcel 3 being 5.37+ acres in order to accommodate future development.



Map is for informational purposes only and is not suitable for legal, engineering or surveying purposes. The City of Roseburg is not responsible for map errors, omissions, misuse, or misinterpretation. Not for determining legal ownership or identification of property boundaries.

II. PUBLIC HEARING

A public hearing was held on the appeal before the Roseburg Planning Commission on April 1, 2019. At that hearing the Planning Commission reviewed Land Use Files AP-19-001 and P-18-007 (Land partition and the appeal of the directors decision). Both files were made part of the record.

III. FINDINGS OF FACT

A. EXISTING CONDITIONS

1. The Planning Commission takes official notice of the Roseburg Urban Area Comprehensive Plan adopted by City Council Ordinance No. 2980 on December 9, 1996 and of Title 12, Land Use and Development Regulations (LUDR) of the Roseburg Municipal Code (RMC), as originally adopted July 1, 1984, and re-adopted in Ordinance No. 3497 on May 1, 2018.
2. Notice of the public hearing was given by publication in The News Review, a newspaper of general circulation, at least 10 days prior to the hearing. Notice of the public hearing was mailed to all owners of property within 100 feet of the property 20 days prior to the hearing.
3. The property is described as Township 27 South, Range 05 West, Willamette Meridian, Section 15C, Tax Lot 00200; R34300 & R34292 and is addressed as 152 Sunshine Road.
4. The subject property is 9.60+ acres and the partition request would create three (3) lots of record, Parcel 1 being 2.48+ acres, Parcel 2 being 1.23+ acres, and Parcel 3 being 5.37+ acres. The property is designated by the Comprehensive Plan as Industrial and is zoned Mixed Use. The property is currently vacant of any development.
5. Dustin Jinks, property owner of 152 Sunshine Road applied for and was granted administrative approval of a preliminary plat for a proposed three-parcel land partition as detailed in the administrative decision for File No. P-18-007 (Exhibit A) on February 1, 2019. On, February 12, 2019, Jeffery Pugh filed a timely appeal of the decision (Exhibit C) on behalf of his client Janice Marvin, in accordance with Section 12.10.010(Q). Ms. Marvin owns adjacent property to the northwest of the subject property. See the attached vicinity map (Exhibit E) for reference. Appeal of a decision by the Community Development Director is considered a land use decision of the Planning Commission pursuant to Section 12.10.010(R).

B. AGENCY COMMENTS

No agency comments were submitted in response to the appeal notice. Agency responses to the initial administrative action for the land partition are contained within the administrative decision issued on February 1, 2019, which is included as Exhibit A.

C. PUBLIC COMMENTS

The Community Development Department notified all owners of subject properties per ORS 197.610 and RMC 12.10.030. A remonstrance was received during the notification process of the initial administrative action for the land partition. The letter of remonstrance is attached and referenced at Exhibit B. Staff's responses are contained within Section F of these Finding of Fact.

D. PUBLIC HEARING

A public hearing was held on April 1, 2019 regarding the matter of the appeal of the director's decision. All commission members were present with the exception of Commissioner Atherton who was excused from the meeting. Chair Hughes read through the public hearing procedures and all present members of the public confirmed understanding of the meeting procedures, as described. Chair Hughes opened the public hearing and the commission was qualified. During which time, Commissioners Sperry and Onchuck recused themselves from the Public Hearing for individual conflicts of interest disclosed during the meeting. Chair Hughes disclosed that he had participated in the development of the Diamond Lake Blvd Access Management Plan, which affected the subject properties, but expressed that this did not preclude his ability to participate in hearing the matter in an impartial manner. No objections were made regarding the qualification of the commission. No members of the public requested party status at or prior to the public hearing. Therefore, the public hearing was limited to two parties being the applicant, Mr. Jinks, and the appellant Mr. Pugh on behalf of Ms. Marvin.

E. APPLICABLE CRITERIA

The applicable approval criteria for the subject land partition is reviewed in the following order: a) Section 12.12.010(E) "requirements and standards for preliminary plans"; b) Section 12.12.010(M) "Platting and mapping standards – Lots and Parcels"; c) Section 12.12.010(T) "Land Partitioning Approval".

1. Section 12.12.10(E) contains several provisions for consideration prior to approval of an land division, some of which are applicable to the current land partition request and are as follows:

a. Comprehensive Plan Conformance – Applicable comprehensive plan policies are referenced below:

i. Transportation Policy No. 1: The City shall develop a transportation master plan which will serve as the basis for guiding surface transportation improvements in the Roseburg urban area. The master plan shall be coordinated with the transportation planning activities of Douglas County.

- Staff Finding: The most recent version of the City of Roseburg Transportation System Plan was developed in 2005-6 and does not contain site specific considerations regarding transportation improvements within the subject area other than the Sunshine Road functional street classification.

ii. *Transportation Policy No. 2: The various transportation studies and water master plans referenced in the Comprehensive Plan shall be evaluated and revised as necessary to achieve overall consistency and compatibility with other elements of the plan, as well as the transportation plans of Douglas County, to ensure the transportation needs of the urban area are met in a timely, orderly, economic, and coordinated manner.*

- Staff Finding: The Diamond Lake Blvd./N. Umpqua Hwy (OR 138E) "Access Management Plan" was adopted by the City as a supporting document to the Comprehensive Plan in 2011. As part of this study, an assessment of local road development was performed in order to plan for future east-west road connections along the Hwy 138 corridor. The plan states: *"The need for a parallel street on the north side of the highway to provide alternate access to a number of substantial properties is a priority of this planning effort."* The plan references the extension of Quarry Road as a strategy to connect an east-west route between Kester and Sunshine Road. After discussions with ODOT staff and City Public Works Staff, the City determines that the "Access Management Plan" prescribes a future connection between Kester Road and Sunshine Road. However, the Quarry Road connection is not necessarily the preferred connection, considering the limited distance the road extension would provide for vehicle queuing from the intersection of Hwy 138 and Sunshine Road. In addition, the future extension of Quarry Road would provide a limited amount of access to private properties north of Hwy 138. For these reasons, the extension of what is currently referred to as the eastern terminus of Kester Road to cross the northern portion of the subject property and connect into Sunshine Road is the preferred alternative for a parallel route north of Hwy 138. Therefore, as an approval condition of the final partition plat, the applicant shall provide a notation on the final map, in which the northern 60 feet of Parcels 3 running the entire width of the property is planned for in order to provide the future extension of Kester Road.

iii. *Urban Growth Policy No. 3: Partitioning of property may be approved if the land division will not adversely affect the future development of adjacent lands and the proposed parcels are compatible with the pattern of development prescribed by the land use plan.*

- Staff Finding: The proposed partition does not constitute any change in development pattern of the property nor does it impact any scope or type of development that could occur on adjacent lands.

2. Zoning conformance (Section 12.04.070) – The Mixed Use (MU) zone does not contain any unique parcel standards that would apply to the requested land

partition and therefore no additional zoning conformance review is necessary because no other development is proposed at this time.

3. Relation to adjoining street system – Sunshine Road, from Hwy 138 to the edge of the Urban Growth Boundary is classified as a minor collector by the Transportation System Plan. Pursuant to Table 6-1 within Section 12.12.010, Collector Streets require a minimum right-of-way width of 60-70 feet. Currently, Sunshine Road along the frontage of the subject property is approximately 65 feet in width. Therefore, no dedication of additional right-of-way is necessary at this time.
4. Access – Parcel 1-3, as shown on the submitted preliminary partition plan, have a minimum of 60 feet of feasible public street frontage along Sunshine Road.
5. Section 12.12.010(M) “Platting and mapping standards – Lots and Parcels” – All parcels proposed within the submittal preliminary land partition plat demonstrate compliance within all the standards contained within Section 12.12.010(M).
6. Section 12.12.010(T) “Land Partitioning Approval” – The final plat shall be submittal in conformance with the partition plat requirements contained within Section 12.12.010(T).

F. FINDINGS RESPONSE TO LETTER OF REMONSTRANCE (12/17/2018)

During the notice period Mr. Pugh, submitted a letter of remonstrance into the record (Exhibit B). Mr. Pugh’s letter indicates that the City should require an irrevocable offer to dedicate a 60 foot wide public right-of-way along the northern boundary of parcel three of Mr. Jinks proposed partition. This right-of-way would serve a future street that could then provide vehicular access to Ms. Marvin’s land locked property. If this cannot be accomplished, Mr. Pugh is requesting that the City prohibit development within the northerly 60 feet of parcel three in an effort to maintain the ability to obtain future access along this portion of the property to serve Ms. Marvin’s parcel without the encumbrance of a structure blocking the way.

Within the letter, Mr. Pugh references the purpose statement of the Land Divisions portion of the code Section 12.12.010(B) indicating the City’s ability to “*provide for the proper width and arrangement of streets and thoroughfares and their relation to existing or planned streets and thoroughfares.*” Mr. Pugh also references subsections (E) and (F) of Section 12.12.010 further referring to the City’s ability to plan for future street systems.

The applicant is not proposing any internal street systems that would require dedication of public right of way in order to access a newly created parcel as part of the partition. Each proposed parcel has adequate frontage along existing public rights-of-way either Sunshine Road or Hwy. 138. Proper access may be obtained via ODOT or the City in order to provide future vehicular access to each proposed parcel from either of these two existing roadways. Due to the nature of Hwy. 138, access points should be limited in order to provide efficient and safe travel along the highway.

In order to address access issues along the Hwy 138 corridor, ODOT developed the Diamond Lake/Hwy 138 "Access Management Plan". This plan was completed and adopted in 2003. It identifies future routes that could serve as local roads parallel to Hwy. 138 as an alternative to using Hwy 138 itself. See Exhibit F, "Figure 11 – Proposed Local Road Connections" to see that a local road is proposed as part of this plan to run through Mr. Jenks property in an effort to provide a parallel access point to properties and future uses within this area.

Upon submittal of Mr. Jink's application and Mr. Pugh's letter of remonstrance staff began having discussions with ODOT to see how the City could best facilitate the applicants partition request and address Ms. Marvin's concerns while being able to fulfill the objective of the Access Management Plan within the confines of the partition approval criteria allowed within the code.

Staff determined that the proposed extension of Quarry Rd. could have major impacts on future uses that could occur with all three proposed parcels as extension of Quarry Rd. would mean that it would most likely run directly through the center of the property. Instead, staff looked to see if the public right-of-way that serves as Kester Rd. north of Quarry Rd. could be extended parallel to Hwy 138 in order to connect to Sunshine Rd. (See Vicinity Map, Exhibit E). If held along the northern portion of the property this future right-of-way could then serve as possible access to Ms. Marvin's property. ODOT was amenable to this solution, and as a result within the administrative decision (Exhibit A) condition #3 indicates the applicant shall provide a notation on the final plat map, in which the northern 60 feet of Parcel 3 running the entire width of the parcel be planned for future extension of Kester Road.

Although this condition does not necessitate the dedication of right-of-way it does recognize that future right-of-way for the extension of Kester Rd. as a parallel access route could occur thus providing possible access to Ms. Marvin's property. A notation on the plat indicating the proposed right-of-way at this location will also effectively prohibit the development of structures along this portion of property unless future analysis determines the construction of the road in a more viable location.

Requiring a notation of the future right-of-way on the plat is consistent with other partitions that the City has approved in which a future parallel road is identified as part of the Access Management Plan (See Exhibit G). Although a notation indicating future right-of-way is not the same as a dedication of right-of-way it was our hope that this would help to appease the appellant.

The criteria required to approve a partition request does not provide the City with the authority to exact dedication of future public right-of-way from a property owner in order to provide access to land locked parcels, unless the exaction complies with the principles laid out in Dolan v. City of Tigard. In the current case there is no nexus between the condition Mr. Pugh asks the City to impose and the effects of

the proposed partition, nor would such exaction be proportional to the impacts of the proposed development.

Nor will the City require that Mr. Jinks dedicate right-of-way for the future extension of Kester Rd. No preliminary engineering has been completed within this area to suggest that a road could be constructed within the identified location. It is possible that the exact location of a parallel route could change based upon future analysis of the area and then any dedicated roadway would need to be vacated.

To illustrate further that the City has not required dedication of public right-of-way when planning for future streets staff would offer the example of development that occurred on property where the Subway restaurant is located at 1969 NE Diamond Lake Blvd. This roadway although built to City standards is a private road in which the City did not accept the dedication of right-of-way even though it is determined to be a possible parallel route within the access management plan.

The Planning Commission concludes that the code criteria identified in Mr. Pugh's letter indicating the proper arrangement of future planned streets has been satisfied by requiring the applicant to adhere to condition #3 of the administrative decision and providing a future notation on the final plat map, in which the northern 60 feet of Parcel 3 running the entire width of the parcel be planned for future extension of Kester Road.

G. FINDINGS IN RESPONSE TO LETTER OF APPEAL (02/12/2019)

Mr. Pugh, on behalf of Ms. Marvin submitted a timely appeal on February 14, 2019 (See attached Exhibit C), which has resulted in Planning Commission review of the administrative decision of file P-18-007.

Within the appeal letter (Exhibit C), Mr. Pugh provides additional points in support of the appeal, which include:

1. Compliance with the Housing Element of the Comprehensive Plan.
2. Failure to support the City Council's adopted Goals.
3. Failure to comply with the Diamond Lake Urban Renewal Plan.

Planning Commission's responses to the additional points submitted within the appeal letter are as follows:

Compliance with the Housing Element of the Comprehensive Plan is not an applicable criterion to the subject land partition request. Neither the subject property nor the property of the owner represented by Mr. Pugh is designated within the Roseburg Comprehensive Plan as residential. Both properties are currently planned industrial and zoned mixed use and while the mixed use zone does provide for conditional approval of limited types of residential uses, the underlying plan does not directly serve in fulfilling the housing policies of the Comprehensive Plan. Furthermore, the Comprehensive Plan policy cited by Mr. Pugh is not intended to address specific access issues for adjacent property owners.

In response to points 2 and 3 of the appeal letter, staff notes that City Council goals nor the Diamond Lake Urban Renewal Plan serve as applicable criteria to the land partition request. The appellant's property is not located within the boundaries of the Diamond Lake Urban Renewal Boundary. Therefore, these items should not be used as criteria for the purpose of determining the merits of the land partition application submitted by Mr. Jinks within file P-18-007.

H. TESTIMONY

The applicant and the appellant, Ms. Marvin and her legal representative Mr. Pugh provided testimony regarding the matter. The applicant, Mr. Jinks, spoke about the history of the property ownership and discussed the civil matters related to the disagreement over access with the appellant, Ms. Marvin's, property. The commission also heard testimony from the appellant regarding information about Ms. Marvin's acquisition of her property and her attempts to sell the property. The Planning Commission finds that testimony provided by both the applicant and appellant concerning the history of ownership and access was helpful in understanding the background of the property and the civil dispute between the two parties. However, the testimony brought forth did not directly apply to the applicable criteria necessary for approving the proposed partition.

IV. CONCLUSION

Commissioner Kennedy moved to approve File P-18-007 affirming the Administrative Decision, with the correction to condition number three to reference only parcel 3, to approve the Land Partition for Mr. Dustin Jinks at 152 Sunshine Road. The motion was seconded by Commissioner Hawks, and approved with the following votes: Chair Hughes and Commissioners Kennedy, and Osborn voted yes. Commissioner Hawks voted no, motion passed 3-1.

V. ORDER

Based on the Findings and Conclusions above, the Planning Commission grants **APPROVAL** affirming the administrative decision to approve of the Dustin Jinks application for land partition, as contained within file P-18-007 & AP-19-001 and subject to conditions 1-6, as follows:

1. The approval is for the property shown on map submitted with the application.
2. The approval does not constitute a Final Partition Plat and this approval shall be null and void within twelve months of this approval unless the necessary application for a final partition plat is initiated or an extension is requested and approved in a same manner as this application.
3. The applicant shall provide a notation on the final map, in which the northern 60 feet of Parcel 3 running the entire width of the property are planned for future extension of Kester Road. Staff will note within the electronic property records of

Parcel 3 that future development of the property shall consider future extension of Kester Road.

4. Extension of the water & sewer services to the parcels shall apply to the property at the future time of development. Future extension of services shall comply with the applicable standards of Section 12.12 of the LUDR and construction plans shall be reviewed at the time of development.
5. Upon approval of the Final Partition Plat, it shall be recorded as set forth in Section 12.12.010(T) of LUDR in order to establish the proposed parcels.
6. Preliminary Partition approval does not constitute site development approval. Site plan review shall be required prior to any development occurring on the property. All grading and site development shall conform to the applicable standards and requirements of the LUDR. In addition to the standards and requirements of the LUDR, grading and site development shall consider and adhere to the submitted redevelopment plan shown on the preliminary plat, including but not limited to: 1) setbacks from future interior property lines, setbacks from future right-of-way extensions, 3) driveway and curb cut locations which do not prohibit orderly future development.

Ron Hughes, Planning Commission Chair

Date

Stuart Cowie, Community Development Director

Date

Planning Commission Members:

Ron Hughes, Chair	John Kennedy
Dan Onchuck (Recused)	Victoria Hawks
Kerry Atherton (Not Present)	Ronald Sperry (Recused)
Shelby Osborn	

Exhibits:

- A - File P-18-007 Staff Report/Administrative Decision (February 1st 2019)
- B - Jeffery Pugh – Remonstrance to file P-18-007 (December 17th, 2018)
- C - Jeffery Pugh – Request for Appeal to file P-18-007 (February 12th, 2019)
- D – Application & Preliminary Land Partition Plat of 152 Sunshine Road
- E – Vicinity Map
- F – *Figure 11 “Proposed Local Road Connections”* Diamond Lake Blvd Management Plan
- G – Decision P-04-7/Plat 2005-0037 (Reference Decision)

City of Roseburg

February 1, 2019

Dustin Jinks
PO Box 1951
Roseburg, OR 97470

Dear Mr. Jinks,

RE: Partition File No. P-18-007 - 152 Sunshine Road

Roseburg Community Development Department reviewed your application for Preliminary Land Partition approval pursuant to Chapter 12.12, Land Divisions Section 12.12.010 of the Land Use and Development Regulations (LUDR), which provides that the request shall be approved if all required information has been provided, and the proposed design and development meets the LUDR and the Comprehensive Plan.

FINDINGS:

1. The proposal is to partition a 9.60± acre property addressed as 152 Sunshine Road into three (3) lots of record, Parcel 1 being 2.48± acres, Parcel 2 being 1.23± acres, and Parcel 3 being 5.37± acres in order to accommodate future development.
2. The property is zoned Mixed Use (MU) and is not subject to any zoning overlays. The site is described as Township 27 South, Range 05 West, Willamette Meridian, Section 15C, Tax Lot 00200; R34300 & R34292.
3. The proposal will be evaluated pursuant to Land Use and Development Regulations Chapter 12.12, Land Divisions.
4. Notice of this land use action was mailed to property owners within 100 feet of the subject property 15 days prior to the decision.
5. Applicable comments from City of Roseburg Departments and Roseburg Urban Sanitary Authority have been received and applicable conditions of approval reflecting those comments have been added to the decision. One additional comment was received from Jeffery Pugh, a representative of Janice Marvin, Trustee of the Janice Marvin Revocable Living Trust (Owner of the adjacent property to the northwest – R65974). A copy of the letter has been submitted into the record.

Staff Response:

As referenced within Mr. Pugh letter and pursuant to Sections 12.12.010(E & F), the City does retain the ability to review, ensure and obtain right-of-way or plan for future right-of-way within the land division process. However, based on the applicant's request the City does not find street dedication nor and irrevocable offer to dedicate right-of-way to be applicable.

The requested land division does not necessitate any street improvements as required by Chapter 12.06, which would require dedication of right-of-way. However, a need for an east-west parallel route between Kester and Sunshine Road is identified within the Diamond Lake Blvd/Hwy 138 "Access Management Plan". See link below:

<http://www.cityofroseburg.org/files/4813/0859/5288/DiamondLakeBlvdAMPadopted.pdf>

As a result of the recommendations of the Highway 138 Access Management Plan and within the purview of Section 12.12.010B RMC (as noted within the letter from Mr. Pugh) the City finds it necessary to require a notation on the final plat to demonstrate the need for a future east-west connection to Sunshine Road (See Decision condition #3).



Currently, Kester Road dead-ends approximately 500+ feet to the west of the subject property, and the feasibility for extension of road as a connection into Sunshine is unknown. While the extension of Kester Road to Sunshine Road appears to be the most logical east-west connection, subsequent feasibility assessment will be necessary to determine alignment options for a future connection. Until further analysis determines the feasibility and a potential alignment for an extension of Kester Road, the City only finds it necessary to provide planning notations for a future street extension, as locations of the future right-of-way will likely change prior to final development. A notation for future extension of Kester Road shall be noted on the plat in order to properly plan for future street improvements at the time development occurs.

Approval Criteria

The applicable approval criteria for the subject land partition will be reviewed in the following order: a) Section 12.12.010(E) "requirements and standards for preliminary plans"; b) Section 12.12.010(M) "Platting and mapping standards – Lots and Parcels"; c) Section 12.12.010(T) "Land Partitioning Approval".

6. Section 12.12.10(E) contains several provisions for consideration prior to approval of an land division, some of which are applicable to the current land partition request and are as follows:
 - Comprehensive Plan Conformance – Applicable comprehensive plan policies are referenced below:

- *Transportation Policy No. 1: The City shall develop a transportation master plan which will serve as the basis for guiding surface transportation improvements in the Roseburg urban area. The master plan shall be coordinated with the transportation planning activities of Douglas County.*
 - Staff Finding: The most recent version of the City of Roseburg Transportation System Plan was developed in 2005-6 and does not contain site specific considerations regarding transportation improvements within the subject area other than the Sunshine Road functional street classification. See the staff finding below related to *Transportation Policy No. 15* and staff findings for "relation to adjoining street system".
- *Transportation Policy No. 2: The various transportation studies and water master plans referenced in the Comprehensive Plan shall be evaluated and revised as necessary to achieve overall consistency and compatibility with other elements of the plan, as well as the transportation plans of Douglas County, to ensure the transportation needs of the urban area are met in a timely, orderly, economic, and coordinated manner.*
 - Staff Finding: The Diamond Lake Blvd./N. Umpqua Hwy (OR 138E) "Access Management Plan" was adopted by the City as a supporting document to the Comprehensive Plan in 2011. As part of this study, an assessment of local road development was performed in order to plan for future east-west road connections along the Hwy 138 corridor. The plan states: "The need for a parallel street on the north side of the highway to provide alternate access to a number of substantial properties is a priority of this planning effort." The plan references the extension of Quarry Road as a strategy to connect an east-west route between Kester and Sunshine Road. After discussions with ODOT staff and City Public Works Staff, the City determines that the "Access Management Plan" prescribes a future connection between Kester Road and Sunshine Road. However, the Quarry Road connection is not necessarily the preferred connection, considering the limited distance the road extension would provide for vehicle queuing from the intersection of Hwy 138 and Sunshine Road. In addition, the future extension of Quarry Road would provide a limited amount of access to private properties north of Hwy 138. For these reasons, the extension of what is currently referred to as the eastern terminus of Kester Road to cross the northern portion of the subject property and connect into Sunshine Road is the preferred alternative for a parallel route north of Hwy 138. Therefore, as an approval condition of the final partition plat, the applicant shall provide a notation on the final map, in which the northern 60 feet of Parcels 1 & 3 running the entire width of the property are planned for future extension of Kester Road.
- *Urban Growth Policy No. 3: Partitioning of property may be approved if the land division will not adversely affect the future development of adjacent lands and the*



proposed parcels are compatible with the pattern of development prescribed by the land use plan.

- Staff Finding: The proposed partition does not constitute any change in development pattern of the property nor does it impact any scope or type of development that could occur on adjacent lands.
- Zoning conformance (Section 12.04.070) – The Mixed Use (MU) zone does not contain any unique parcel standards that would apply to the requested land partition and therefore no additional zoning conformance review is necessary because no other development is proposed at this time.
- Relation to adjoining street system – Sunshine Road, from Hwy 138 to the extent of the Urban Growth Boundary is classified as a minor collector by the Transportation System Plan. Pursuant to Table 6-1 within Section 12.12.010, Collector Streets require a minimum right-of-way width of 60-70 feet. Currently, Sunshine Road along the frontage of the subject property is approximately 65 feet in width. Therefore, no dedication of additional right-of-way is necessary at this time.
- Access – Parcel 1-3, as shown on the submitted preliminary partition plan, have a minimum of 60 feet of feasible public street frontage along Sunshine Road.
- 7. Section 12.12.010(M) "Platting and mapping standards – Lots and Parcels" – All parcels proposed within the submittal preliminary land partition plat demonstrate compliance within all the standards contained within Section 12.12.010(M).
- 8. Section 12.12.010(T) "Land Partitioning Approval" – The final plat shall be submittal in conformance with the partition plat requirements contained within Section 12.12.010(T).

DECISION

Based on the above Findings of Fact, the City of Roseburg grants **APPROVAL** of Preliminary Land Partition **File No. P-18-007** subject to the following conditions:

1. The approval is for the property shown on map submitted with the application.
2. The approval does not constitute a Final Partition Plat and this approval shall be null and void within twelve months of this approval unless the necessary application for a final partition plat is initiated or an extension is requested and approved in a same manner as this application.
3. The applicant shall provide a notation on the final map, in which the northern 60 feet of Parcels 1 & 3 running the entire width of the property are planned for future extension of Kester Road. Staff will note within the electronic property records of Parcels 1 & 3 that future development of the properties shall consider future extension of Kester Road.
4. Extension of the water & sewer services to the parcels shall apply to the property at the future time of development. Future extension of services shall comply with the applicable standards of Section 12.12 of the LUDR and construction plans shall be reviewed at the time of development.

5. Upon approval of the Final Partition Plat, it shall be recorded as set forth in Section 12.12.010(T) of LUDR in order to establish the proposed parcels.
6. Preliminary Partition approval does not constitute site development approval. Site plan review shall be required prior to any development occurring on the property. All grading and site development shall conform to the applicable standards and requirements of the LUDR. In addition to the standards and requirements of the LUDR, grading and site development shall consider and adhere to the submitted redevelopment plan shown on the preliminary plat, including but not limited to: 1) setbacks from future interior property lines, setbacks from future right-of-way extensions, 3) driveway and curb cut locations which do not prohibit orderly future development.

The preliminary land partition approval will become final fourteen (14) days from the date of this decision unless an appeal is submitted pursuant to LUDR Section 12.10.010(Q). If you have any questions, or wish to discuss the matter further, please feel free to contact the Community Development Department at 541-492-6750

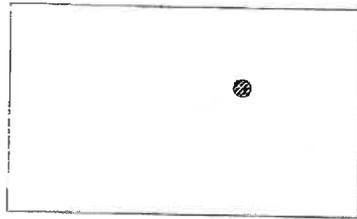
Sincerely,



Richard J. Hoffman, Associate Planner

Enclosed:

- 1) Preliminary Land Partition Plat



VICINITY MAP:
PROJECT AREA = [Symbol]

LOT 2 DEER CREEK
ORCHARD TRACTS
VOL. 4, PG. 71

LOT 1 DEER CREEK
ORCHARD TRACTS
VOL. 4, PG. 71

PROPOSED
PARCEL 3
5.37 ± AC

PROPOSED
PARCEL 1
2.48 ± AC

PROPOSED
PARCEL 2
1.23 ± AC

DIAMOND LAKE BLVD/ HWY 138
R/W VARIES

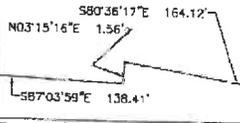
SUNSHINE RD.
R/W VARIES

JANICE L. MARVIN
REV LIV TRUST

JANICE L. MARVIN
REV LIV TRUST

S87°03'59"E 80.36'

S87°03'59"E 138.41'



S80°36'17"E 164.12'

N03°15'16"E 1.56'

S87°03'59"E 138.41'

S80°36'17"E 164.12'

S02°25'13"W 52.31'

S87°35'48"E 141.60'

N02°34'11"E 488.93'

N07°16'48"E 38.86'

N20°09'05"E 82.42'

N1°8'38'53"W 65.53'

N03°07'53"W 172.95'

N11°19'58"E 142.99'

N14°47'30"E 189.14'

N02°34'11"E 387.23'

N18°22'58"E 59.30'

N18°22'58"E 101.86'

N01°50'55"E 143.32'

S02°24'00"W 715.88'

S02°24'07"W 214.99'

N02°34'11"E 196.66'

S87°18'51"W 12.15'

S75°53'22"W 53.44'

N82°48'10"W 207.15'

S75°25'30"W 120.21'

N82°48'10"W 207.15'

PROPERTY INFORMATION

TRACT: 3.80± ACRES
TAX ACCOUNT NO.: R34-292 & R34J60
TAX ID: 270515000200
ZONE: MU-C3
COMP. PLAN:
FIRE: FIRE DISTRICT #2

NOTE:
ACREAGE PER ASSESSORS OFFICE



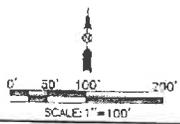
809 SE Pine Street
Roseburg, Oregon 97470
PHONE (541) 673-0166
FAX (541) 440-9392
ierc@ieengineering.com

SURVEYED FOR:
DUSTIN JINKS
PO BOX 1931
ROSEBURG, OR 97470

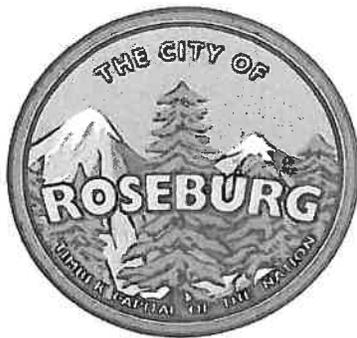
PAGE: 1 OF 1
JOB NO: 2880-01
DATE: 10/25/2018

PRELIMINARY LAND PARTITION

LOCATED IN THE SW QUARTER SEC.15., T.27S., R.5W.,
WILLAMETTE MERIDIAN, DOUGLAS COUNTY, OREGON



PRELIMINARY



AFFIDAVIT OF MAILING

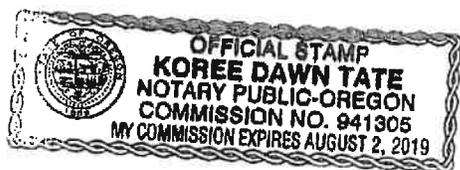
I, Chrissy Matthews, affirm that I am on the staff of the City of Roseburg Community Development Department. On February 1, 2019, I mailed a true copy of the Order of Findings of Fact of the Preliminary Lane Partition regarding application of Dustin Jinks, owner of property at 152 Sunshine Road, Roseburg to those persons listed in File No. P-18-007.

Chrissy Matthews, Department Technician

State of OREGON

County of DOUGLAS

Signed before me on (date) February 1, 2019.



Notary Public for Oregon

Jinks, Dustin B
P.O. Box 1951
Roseburg, OR 97470

Coggswell, Francis P & Barbara A
P.O. Box 2297
Roseburg, OR 97470

Padilla, Edward Trs & Edward Padilla Family Trust
283 Sunshine Road
Roseburg, OR 97470

Lin, Hsin L & Fua M Trs & Le, Mai X & Bao Xuan & Hong, Dr
Fang Yen Trs Etal
133 Tiffany Way
Grants Pass, OR 97526

Marvin, Janice Trs & Janice L Marvin Rev Liv Trust
7617 SW Green Valley Terrace
Portland, OR 97225

Pullen, Leonard P Trs
1360 Sunshine Rd
Roseburg, OR 97470

Jeffrey L. Pugh
P.O. Box 1231
Roseburg, OR 97470

****Also Emailed Copies to Jeffery Pugh & Dustin Jinks in
addition to mailed copies**

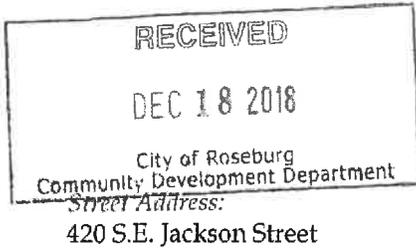


Exhibit B

JEFFREY L. PUGH

Attorney at Law

P.O. Box 1231
Roseburg, OR, 97470

Phone: (541) 673-3520
Fax: (541) 673-8786
Email: jpughlaw@gmail.com

December 17, 2018

City of Roseburg
Planning Department
900 S.E. Douglas Avenue
Roseburg, OR 97470

Hand-deliver

RE: Partition Proposed by Dustin Jinks P-18-007

Dear Planning:

I represent Janice Marvin, Trustee of the Janice L. Marvin Revocable Living Trust and owner of Tax Lot R65974. This is her objection to the partition proposed by Dustin Jinks referenced above. Ms. Marvin objects and the City should require an irrevocable offer to dedicate a 60-foot public road along the north boundary of the proposed partition.

Mr. Jinks contends there is no easement to Ms. Marvin's property. Her property consists of the above lot and an additional adjoining .87 acre parcel, tax lot R66002. For the benefit of the City and future development of this area including possible access to property west of the Jinks property, dedication of a 60 foot road along the northerly boundary should be required.

The proposed partition does not reflect the requirements of the Title 12 of the Code as there is inadequate consideration of streets and thoroughfares. Code Section 12.12.010B provides: "Such review of proposed subdivisions and partitions and common boundary line adjustments is necessary in order that the City provide for the proper width and arrangement of streets and thoroughfares and their relation to existing or planned streets and thoroughfares; . . ."

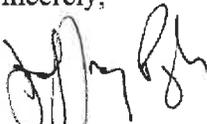
In this proposed partition, Parcel 3, which borders Ms. Marvin's property, is proposed to be 5.37 acres and could be further subdivided. Further, if this partition is approved as submitted, a building could be erected within or blocking the northerly 63-foot- extension that touches Sunshine Road or elsewhere along this parcel's common border that would effectively block access to Ms. Marvin's property and property to the west of the proposed partition. The City has authority under Section 12.12.010F to require rights of way for streets to facilitate transportation and has done so in the past. Ms. Marvin's property is ready for development. It has been on the market and would have been sold if not for the access issue. The highest and best use for Ms. Marvin's property is residential and providing for dedication of a street will encourage provisions for housing, a purpose under section 12.02.010 D

City of Roseburg
December 17, 2018
Page 2

Code Section 12.12.010E 4 provides: “A subdivision or partition shall provide for the continuation of major and secondary streets existing in adjoining subdivisions or partitions, or for their proper projection when adjoining property is not subdivided or partitioned”

Approval of this partition should require an irrevocable offer to dedicate a 60-foot wide street along the north boundary of Parcel 3. If the City does not require an offer to dedicate a road the City should prohibit development within the northerly 60 feet of Parcel three as allowed under section 12.12.010 E 6

Sincerely,

A handwritten signature in black ink, appearing to read 'JLP', written over a faint circular stamp.

Jeffrey L. Pugh

JLP/lle

City of Roseburg
FEB 14 2019
Community Development Department

Exhibit C
JEFFREY L. PUGH
Attorney at Law

RECEIVED
FEB 14 2019
City of Roseburg
Community Development Department

Street Address:
420 S.E. Jackson Street

P.O. Box 1231
Roseburg, OR, 97470

Fax: (541) 673-8786
Email: jpughlaw@gmail.com

February 12, 2019

City of Roseburg
Planning Department
900 S.E. Douglas Avenue
Roseburg, OR 97470

Hand-deliver

RE: Partition Proposed by Dustin Jinks P-18-007

Dear Planning:

I represent Janice Marvin, Trustee of the Janice L. Marvin Revocable Living Trust and owner of Tax Lot R65974. Pursuant to Roseburg municipal code 12.10.10. This is her appeal of the Planning Directs tentative approval of a partition plat by Dustin Jinks.

Ms Marvin qualifies as a party because her property abuts the land and therefore is within 100 feet of the property of the proposed partition.

Ms Marvin relies on her letter of December 13, 2018, also attached, and the material in this letter as the basis of her appeal.

The date of the decision of the planning director is February 1, 2019.

Ms Marvin's filing fee is enclosed.

Ms Marvin's position is that the decision is wrong, as it does not require an irrevocable offer to dedicate the northerly 60 feet of the property for road purposes. The following are points in support of the appeal:

1. The failure to require an irrevocable offer to dedicate does not comply with the City's comprehensive plan. The goal of the Housing element of the Comprehensive plan is:

"To ensure the opportunity for, and the provision of, affordable housing in sufficient numbers, types, sizes, and locations to meet the needs of the citizens of the City of Roseburg."

The comprehensive plan notes that "to bring the urban area's housing units up to an acceptable level, additional housing units must be provided . . ." Ms Marvin's property is zoned MU and is available

FEB 14 2019

City of Roseburg
February 12, 2019
Page 2

for multi-family housing. Mr Jinks has denied that Ms Marvin has any access over his property which effectively renders her property landlocked. For this reason, an offer to purchase this property by Tabor Construction fell through for lack of access.

2. The failure does not support the City Council's adopted Goals. Goal No 2 of the City Council is to "Support and adopt policy development and implementation to enhance housing and community development." The City manager has noted "the growing need for additional housing, both multi-family and single family, throughout the range of affordability." Further, he states, "Council is committed to continue working with staff to develop policies and process that will encourage multi-family construction." (City Newsletter Vol 40)

3. The failure does not comply with the Diamond Lake Urban Renewal Plan. The property is in the plan area. The Urban Renewal Plan specifically mentions it complies with the Comprehensive Plan as it meets the housing goal mentioned above. One of the major aims of the Urban Renewal District is housing incentives. Goal III B of the Urban renewal plan is to develop an incentive plan to "support the development of housing in the area." Further, one of the basis for a determination of blight that justified the Urban Renewal District was the amount of underdeveloped land in the area. (Plan p. 8) Ms Marvin's property is 15.97 acres of undeveloped land. The imposition of an irrevocable offer to dedicate would facilitate the elimination of a portion of undeveloped land. The failure to require an irrevocable offer to dedicate is a failure to coordinate with the Urban Renewal District.

The City has, in the past, required irrevocable offers to dedicate in land use matters for the purpose of future development. An irrevocable offer to dedicate here will provide logical and practical access to areas of the City for further development in conformity with the comprehensive plan.

Sincerely,

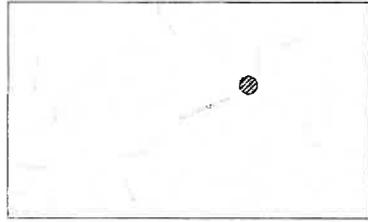


Jeffrey L. Pugh

JLP/ksh

Enclosure

Exhibit D



VICINITY MAP:
PROJECT AREA

LOT 2 DEER CREEK
ORCHARD TRACTS
VOL. 4, PG. 71

LOT 1 DEER CREEK
ORCHARD TRACTS
VOL. 4, PG. 71

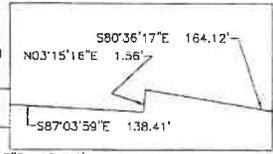
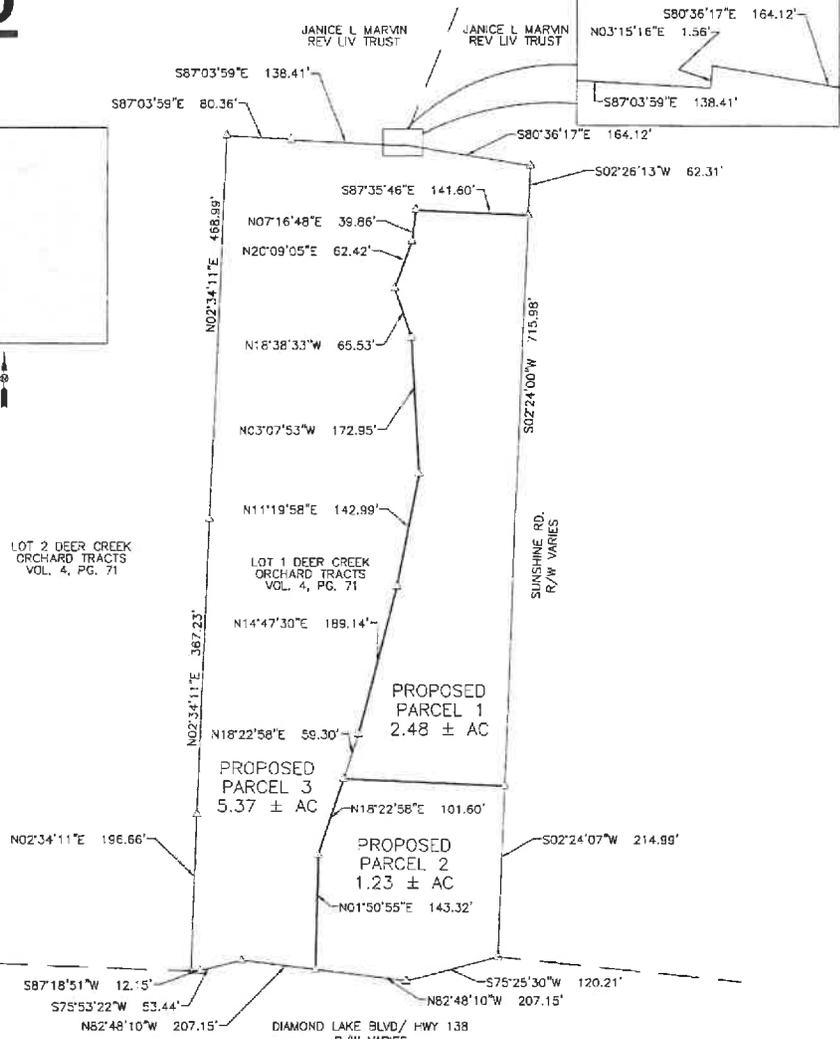
PROPOSED
PARCEL 1
2.48 ± AC

PROPOSED
PARCEL 3
5.37 ± AC

PROPOSED
PARCEL 2
1.23 ± AC

DIAMOND LAKE BLVD/ HWY 138
R/W VARIES

SUNSHINE RD.
R/W VARIES



PROPERTY INFORMATION
 TRACT: 8.60± ACRES
 TAX ACCOUNT NO.: R34292 & R34300
 TAX ID: 270515C00200
 ZONE: MU-C3
 COMP. PLAN:
 FIRE: FIRE DISTRICT #2

NOTE:
ACREAGE PER ASSESSORS OFFICE

PRELIMINARY

i.e.
ENGINEERING
 808 SE Pine Street
 Roseburg, Oregon 97470
 PHONE (541) 673-0166
 FAX (541) 440-9392
 email@ieengineering.com

SURVEYED FOR:
DUSTIN JINKS
PO BOX 1951
ROSEBURG, OR 97470

PAGE: 1 OF 1
 JOB NO: 2880-01
 DATE: 10/25/2018

PRELIMINARY LAND PARTITION
 LOCATED IN THE SW QUARTER SEC.15., T.27S., R.5W.,
 WILLAMETTE MERIDIAN, DOUGLAS COUNTY, OREGON

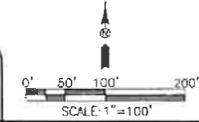


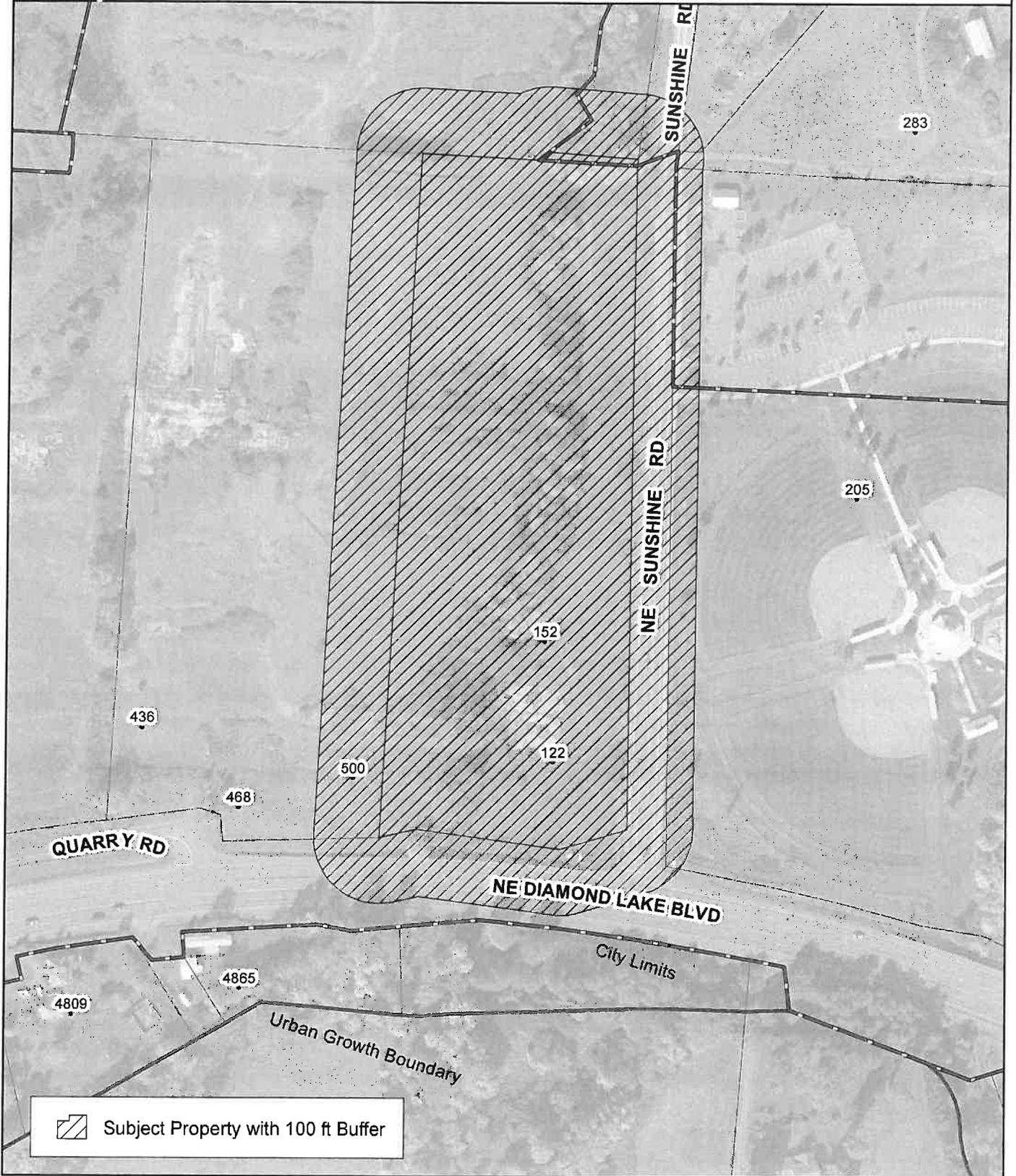


Exhibit E

Notice of Appeal of Administrative Land Partition 152 Sunshine Road

T27S R05W SEC15C TL200 R34300 & R34292

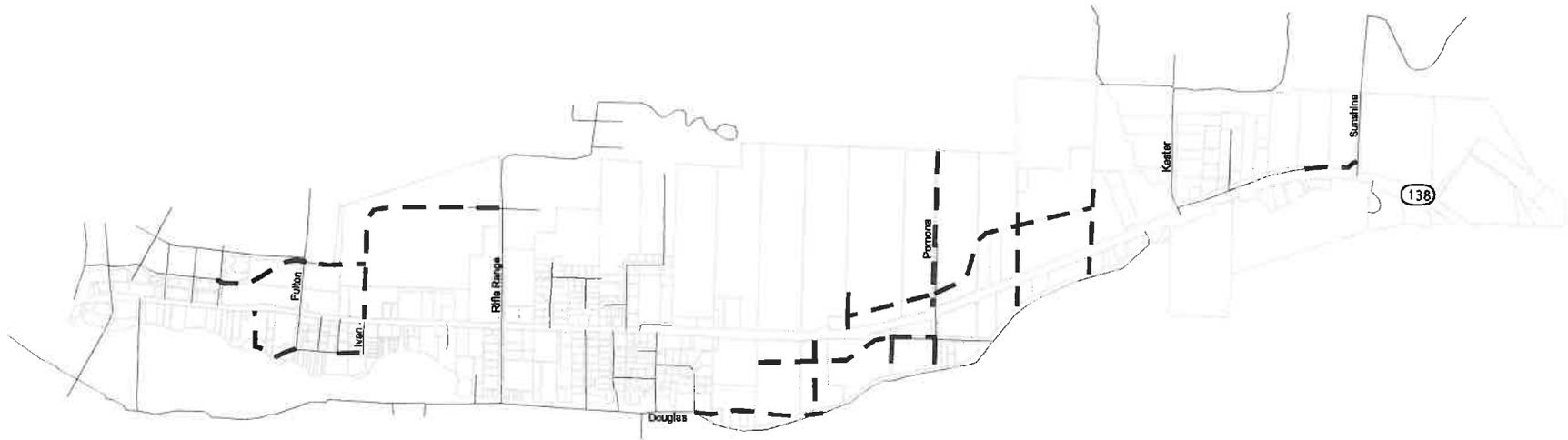
Community Development Department | 900 SE Douglas Ave., Roseburg, Oregon 97470 | 541-492-6750



Map is for informational purposes only and is not suitable for legal, engineering or surveying purposes. The City of Roseburg is not responsible for map errors, omissions, misuse, or misinterpretation. Not for determining legal ownership or identification of property boundaries.

Figure 11
Proposed Local Road Connections
 Diamond Lake Blvd AMP, Roseburg, OR

Exhibit F



0 0.5 Miles

-  Diamond Lake Blvd (OR 138E)
-  New Local Streets
-  Existing Local Roads

Information displayed on this map was derived from multiple sources. These maps are only for graphic display and general planning purposes. This is not a survey product. The Oregon Department of Transportation and the City of Roseburg cannot accept responsibility for any errors nor guarantees the accuracy or completeness of this map.



Exhibit G

July 27, 2004

MAEJUN, LLC
Attn: Herm Pieske
PO Box 454
Roseburg, OR 97470

RE: LAND PARTITION FILE NO. P-04-7

Dear Mr. Peiske:

The City of Roseburg has processed the subject application and makes the following findings:

1. MAEJUN, INC., owner, Herm Pieske, agent, are requesting preliminary Partition approval to split property located on Diamond Lake Blvd. on the west side of Pomona Street into three parcels.
2. Currently the property is located outside the City Limits of Roseburg, but is located in the Jurisdictional Transfer zone which gives the City authority over the site. A portion of the property is currently and will remain outside the Urban Growth Boundary. The current zoning is City designated M-2 (Medium Industrial).
3. The site may be legally described as Tax Lot 300, Township 27, Range 5, Section 16C.
4. This request will be reviewed pursuant to Land Use and Development Ordinance Chapter 4 Land Divisions.
5. Owners of property within 100 feet of the subject property were mailed notice of this land use action at least 15 days prior to the decision.
6. No letters of remonstrance to the land partition have been received by the Community Development Department.
7. Applicable comments received from City of Roseburg Departments and the Oregon Department of Transportation have been incorporated as conditions of approval.
8. The proposed partition appears to be in conformance with the Comprehensive Plan and LUDO.

DECISION

Based on the above findings of fact, the City of Roseburg hereby grants PRELIMINARY APPROVAL of City of Roseburg File No. P-04-7, subject to the following conditions:

1. A portion of Parcel 2 and all of Parcel 3 are outside the RUSA service boundary. This area will need to be annexed prior to receiving service. Parcel 1 and a portion of Parcel 2 are within the service boundary and can be served by a sewer main in Pomona Street.
2. Parcel 1 shall not have direct access to Diamond Lake Boulevard (State Highway 138E).
3. A note shall be placed on the plat stating "a 60 foot reservations shall be made for future street development to benefit westerly properties."
4. Applicant to coordinate with adjacent property owner to the east for alignment of the proposed street.
5. Water service is available to the 610' elevation of highest fixture.
6. All development shall comply with the Land Use and Development Ordinance.

The land partition preliminary approval will become final 14 (fourteen) days from the decision date unless an appeal is sought pursuant to Section 2.500 of the Land Use and Development Ordinance (LUDO). If you have any questions, or wish to discuss the matter further, please feel free to contact the Community Development Department at 541-440-1177.

Sincerely,

DAN HUFF
Community Development Director

Cc: AA Surveying



CITY OF ROSEBURG PLANNING COMMISSION STAFF REPORT

Land Use Regulation Text Amendments File No. LUDR-19-002

Meeting Date: May 6, 2019

Completeness Date: N/A
120-Day Limit: N/A

Staff Contact: John K. Lazur, Associate Planner

Applicant: City of Roseburg

Request: Amend Roseburg Municipal Code to incorporate a new zoning overlay titled Pine Street Waterfront Overlay (PSWO) comprised of architectural design standards and street scape requirements to be applied to limited commercial uses being newly developed or redeveloped.

ISSUE STATEMENT AND SUMMARY:

In May 2016, the City applied for and received a Code Assistance grant to fund a collaborative effort between the City, The State of Oregon's Transportation and Growth Program (TGM) and consulting firm Urbsworks to help the City of Roseburg address significant transportation and development hurdles that has prevented redevelopment of the commercially zoned Pine Street Waterfront area.

Over the past year and a half, the Community Development Department and Urbsworks have focused on developing new land use and transportation design regulations in order to create a multi-modal, human-scaled connection between the Downtown area and the parks system. The Pine Street Waterfront Overlay (PSWO) was developed to provide land owners and developers opportunities for redevelopment and boost tourism along one of the only remaining undeveloped segments of commercial waterfront in Roseburg. This project was a collaborative process and included partnership between land owners, residents living in the PSWO study area, emergency personnel, engineers, planners and local advocates to name a few. In the many public meetings and workshops throughout the project, the vision to preserve the historic character of the area and keep it pedestrian friendly have been the most consistent ideals. Unfortunately, the current development code presents major hurdles for redevelopment as usable commercial waterfront, it offers developers few options to preserve the historic structures in this district, which could force a developer to remove a structure and construct a structure that was incompatible with the existing developed neighborhood.

Therefore, the objective of this project is to create a new development code that addresses the Pine Street Waterfront's unique characteristics and development limitations to allow it to grow into a charming commercial connection between Roseburg's Historic Downtown, the Parks system multi-use path, Highway 138, and the South Umpqua River Waterfront.

The attached Findings of Fact and Order provides the criteria and justification for the zoning overlay.

OPTIONS:

1. Adopt proposed Findings of Fact recommending the City Council approve the text amendments.
2. Adopt proposed Findings of Fact recommending the City Council deny the text amendments.
3. Adopt modified Findings of Fact.

RECOMMENDATION:

Given the proposal meets applicable criteria, staff recommends the Planning Commission recommend City Council approve the Findings of Fact as presented.

SUGGESTED MOTION:

I MOVE TO ADOPT THE FINDINGS OF FACT AS PRESENTED, AND RECOMMEND THE PLANNING COMMISSION RECOMMEND CITY COUNCIL **APPROVE** THE PROPOSED TEXT AMENDMENTS FILE NO. LUDR-19-002.

ATTACHMENTS:

Text Amendment Summary
Findings of Fact and Order

**BEFORE THE ROSEBURG PLANNING COMMISSION
FINDINGS OF FACT AND ORDER**

I. NATURE OF AMENDMENTS

The Community Development Department proposes changes to the Land Use Regulations of the Roseburg Municipal Code (RMC) in an effort to enhance the historic character of the Pine Street district by promoting mixed-use development, multi-modal transportation, and enacting supplemental urban design standards and guidelines.

II. PUBLIC HEARING

A public hearing was held on the proposed amendments before the Roseburg Planning Commission on May 6, 2019. At the hearing, the Planning Commission reviewed Land Use File LUDR-19-002 for legislative text amendments and it was made part of the record.

III. FINDINGS OF FACT

A. EXISTING CONDITIONS

1. The Planning Commission takes official notice of the Roseburg Urban Area Comprehensive Plan adopted by City Council Ordinance # 2980 on December 9, 1996 and of the Roseburg Land Use and Development Ordinance # 2363, as originally adopted July 1, 1982, and most recently updated in Ordinance #3497 on May 1, 2018, as both may have been amended from time-to-time.
2. Notice of the public hearing was given by publication in the News-Review, a newspaper of general circulation, at least 10 days prior to the hearing. Opportunities were provided for all interested parties to be involved in the planning process through the public hearing.
3. The proposal is to legislatively amend text within the Land Use Development Regulations in the Roseburg Municipal Code.

B. PROPOSAL

The full text of the changes made in this amendment are attached to the implementing Ordinance, a summary of which is below.

Summary of 2019 LUDR-19-000 Proposed Amendments to create the Pine Street Waterfront Overlay		
Amendment	Summary	Effect
Design overlay district	Establish the Pine Street Waterfront Overlay (PSWO) in RMC 12.04.140.	New design overlay district
Street design	The PSWO is intended to enhance the character of Pine Street through the use of pedestrian-friendly and traffic-calming design standards.	Multi-modal street design
Land use	The PSWO allows a mix of uses to encourage new small- and medium-scale development in the district.	Mixed-use development
Urban design	Design standards and guidelines to maintain compatibility between new development and the historic character of the district.	Land use compatibility

C. AGENCY COMMENTS

No agency comments were received prior to the hearing.

D. PUBLIC COMMENTS

No public comments were received prior to the hearing.

E. ANALYSIS

Text Amendments are required to satisfy approval criteria contained within RMC Section 12.10.020.

F. REVIEW CRITERIA

Pursuant to RMC Section 12.10.020(F)(2) all legislative action proposals shall be analyzed for consistency with the policies of the Comprehensive Plan, Statewide Planning Goals, and other provisions of the Code.

Comprehensive Plan

Pertinent policies that apply to the proposal have been evaluated as follows:

Economic Element

Objective 5: *Supply an adequate amount of land having the appropriate qualities to accommodate projected industrial and commercial needs.*

Finding:

The PSWO district is zoned C3 General Commercial. The area has been underutilized, and existing development in the district often displays nonconforming characteristics. In addition, the C3 requirements make it challenging for properties to redevelop. The proposed PSWO amendments to the Roseburg Land Use and Development Regulations (LUDR) along with the companion Pattern Book will apply context-sensitive design standards that will facilitate a mix of commercial and residential development, which is consistent with the historic waterfront character of this area and the mix of uses allowed in the C3 district.

Objective 7: Encourage and promote the expansion of existing businesses.

Finding:

As noted above, the current C3 district requirements are inhibiting new development and redevelopment in the Pine Street area, and the proposed LUDR amendments and Pattern Book will provide development standards that are more flexible and better suited to the context of this unique area of the City, which is within easy walking distance of downtown.

Objective 11: Increase the potential for convention and tourist-related economic activities.

Policy 9: The City shall encourage the development of convention and tourist related facilities in the urban area.

Finding:

The potential scope of new development and redevelopment will be relatively modest due to the small size of the district and floodplain-related constraints. Therefore, convention-related benefits are not expected. However, the PSWO and Pattern Book allow uses and include development standards and design guidelines to encourage tourist-related businesses, such as bed and breakfast accommodations, restaurants, and other small-scale tourism businesses. The PSWO and Pattern Book also include a comprehensive design solution to transform Pine Street into an inviting multi-modal connection to complement the Umpqua River Greenway trail system.

Policy 4: Through the planning process, the City and County shall continue to monitor the supply of developable commercial and industrial sites to ensure opportunity for the expansion of existing (businesses) and the establishment of new economic enterprises throughout the urban area.

Finding:

The PSWO area is predominately residential in development with a mix of some undeveloped commercial lots, and the planned buildout for the area has not been achieved. The PSWO and Pattern Book are specifically designed to foster new development and redevelopment in the district, through the creation of development standards and guidelines. The new standards and guidelines are customized to make development and redevelopment feasible, while retaining

the area's unique historic character. As a result, land will be easier to develop and more available for business creation and expansion.

Energy Conservation Element

Objective 1: Encourage the minimization of energy consumption in determining the placement, density and design of all urban area land uses.

Finding:

The multi-modal design for Pine Street called for by the PSWO and Pattern Book will have a small, but positive, impact by encouraging increased walking and bicycling within and through the district.

Policy 2: The City shall incorporate into its land use ordinance provisions which encourage new development to utilize density and location, in balance with the requirements of other planning policies, in order to reduce the need to travel, increase access to transit, and permit building configurations which increase the efficiency of space heating in residences.

Finding:

The historic, mixed-use, and pedestrian- and bicycle-friendly characteristics expected of future development and redevelopment in the district will foster greater utilization of this district, which is centrally located and within easy walking distance of many destinations within the central city.

Parks and Recreation Element

Objective 7: Provide alternative transportation modes, including mass transit and bicycle trails, to area parks and recreation facilities wherever possible.

Policy 4: The development of park and recreation facilities shall optimize existing and planned transportation facilities and services and shall allow for choice in using alternative transportation modes.

Finding:

The PSWO and Pattern Book include design standards and guidelines for a multi-modal Pine Street. In addition to providing improved walking and bike access to the properties within the district, the improved Pine Street will provide a critical link in the Umpqua River Greenway trail system.

Policy 7: The City shall evaluate existing park and recreation facilities for possible modification to accommodate the special needs of handicapped persons and senior citizens. Future parks and recreation facilities shall be designed to accommodate the special needs of these individuals.

Finding:

The PSWO and Pattern Book include design standards and guidelines for a multi-modal Pine Street that will comply with applicable ADA requirements.

Historic Preservation Element

Objective 2: *Encourage preservation and restoration of sites, structures, objects and areas of cultural, historic or archaeological significance for the enjoyment and knowledge of present and future generations.*

Objective 5: *Consider the various impacts of land use decisions on identified historical resources during the planning process.*

Policy 2: *The City shall explore and consider the use of various incentives to encourage individuals to identify, restore, maintain, and utilize historic resources.*

Finding:

A key element of the proposed LUDR amendments for the district is to create standards and design guidelines that will support and encourage the preservation of existing historic buildings and offer alternatives for redevelopment/reuse, which will honor the historic character of the area.

Policy 6: *For the protection and preservation of historic resources, the City should consider the application of performance standards, density bonus and density transfer techniques, as well as site plan reviews, to minimize the adverse impacts of proposed development on identified cultural and historic resources.*

Finding:

The PSWO and Pattern Book include development standards and design guidelines, which encourage the protection and preservation of historic resources. In particular, the Pattern Book contains detailed design guidelines to ensure that remodeled and new buildings will be consistent with the historic character, scale, and architecture of the district.

Housing Element

Objective 5: *To provide for compatible and functional mixed use development (residential and nonresidential).*

Finding:

The PSWO and Pattern Book allow for a range and mix of uses, while also including design standards and guidelines to ensure compatibility between different developments in the district.

Land Use and Urbanization Element

Objective 6: *Direct development away from flood plains, hazard areas, stream banks, places with unique natural value, and other desirable permanent public open spaces.*

Finding:

Much of the district is within the 100-year floodplain of the South Umpqua River. The PSWO and Pattern Book respond to this reality with clear development standards and guidelines to promote responsible development within the floodplain, which will minimize flooding risk. The Pattern Book provides a number of

appropriate design options for building or redeveloping structures in a manner that will satisfy applicable Floodplain Overlay requirements (RMC 12.04.090).

Objective 9: Protect existing and proposed residential areas from conflicting nonresidential land uses while providing for compatible and functional mixed use development (residential and nonresidential).

Finding:

The PSWO and Pattern Book allow for a range and mix of uses, while also including design standards and guidelines to ensure compatibility between different developments in the district.

Transportation System Plan (TSP)

The TSP contains a number of relevant goals and objectives, which are supported by the PSWO and Pattern Book as described below:

Goal 2. Enhanced Livability. Objective A: Enhance the livability of Roseburg through proper location and design of transportation facilities. Design streets, highways, and multi-use paths to be compatible with the existing and planned characteristics of the surrounding built, social, and natural environment.

Goal 2. Enhanced Livability. Objective B: Locate and design recreational and multi-use paths to balance the needs of human use and enjoyment with resource conservation and social attractions in areas identified in the Comprehensive Plan.

Finding:

The PSWO and Pattern Book include design standards and guidelines for a multi-modal Pine Street, which is consistent with the scale of adjoining development and the very low existing and anticipated vehicular traffic volumes. In addition to providing improved walking and bike access to the properties within the district, the improved Pine Street will provide a critical link in the Umpqua River Greenway trail system.

Goal 2. Enhanced Livability. Objective C: Design roadways to enhance livability by ensuring that aesthetics and landscaping are an integral part of Roseburg's transportation system.

Finding:

The PSWO and Pattern Book include design standards and guidelines for a multi-modal Pine Street, which is consistent with the scale of adjoining development and the very low existing and anticipated vehicular traffic volumes. Landscaping and streetscape standards and guidelines are also provided to enhance the aesthetic character of Pine Street and to reinforce its intended multi-modal purpose.

Goal 2. Enhanced Livability. Objective G: In order to improve the health of Roseburg's citizens and reduce the dependence on automobiles for all travel, development or improvement plans will promote walking or cycling for many trips.

Finding:

In addition to providing improved walking and bike access to the properties within the district, the improved Pine Street will provide a critical link in the Umpqua River Greenway trail system.

Goal 2. Enhanced Livability. Objective H: *The design of Roseburg, its neighborhoods, and transportation systems shall encourage walking, bicycling, or other activities that would help more residents reach the recommended 30 minutes each day of moderately intense physical activity.*

Finding:

Through the application of bicycle- and pedestrian-friendly design and development standards, the proposed Pine Street improvements will establish a better link for the Umpqua River Greenway trail system and encourage walking and bicycling to nearby destinations along the trail and in the downtown.

Goal 3. Transportation and Land Use. Objective A: *Facilitate development or redevelopment on sites that are best supported by the overall transportation system and that reduce motor vehicle dependency by promoting walking, bicycling, and transit. This may include altering land use patterns through changes to types, density, and design.*

Finding:

The creation of the PSWO and Pattern Book support this goal through standards that prohibit auto-oriented businesses and require development to be appropriate scale along the Umpqua River Greenway trail system and within walking distance of downtown.

Goal 3. Transportation and Land Use. Objective C: *Support mixed-use development.*

Finding:

The PSWO and Pattern Book are specifically designed to promote mixed-use development that is a compatible in scale and intensity with the historic character of the district.

Goal 4. Street System. Objective C: *Balance the needed street function for all travel modes with adjacent land uses through the use of context-sensitive street and streetscape design techniques.*

Finding:

Pine Street is not a public street, and it does not have a functional classification in the TSP. The PSWO and Pattern Book include a unique design for the multi-use path to make it safe and functional for pedestrians, cyclists, and vehicles.

Goal 5. Balanced Transportation System. Objective C: *A Develop a safe, complete, attractive, efficient, and accessible system of pedestrian way and bicycle ways including bike lanes, shared roadways, multi-use paths, and sidewalks.*

Goal 5. Balanced Transportation System. Objective E: *Construct multi-use paths where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses.*

Finding:

The PSWO and Pattern Book include a unique design for the street to make it safe and functional for pedestrians, cyclists, and vehicles while allowing appropriate emergency access for police, fire, and ambulance.

Bike and Pedestrian Plan

This document provides updates to the TSP, and also has a *Bicycle and Pedestrian Plan Support Document*. The two relevant plan objectives are addressed below:

Objective: Support land use and transportation patterns. *Provide for the expansion and enhancement of the transportation system to create a bike and pedestrian network that complements existing land use and circulation patterns. Identify reasonable and feasible bicycle and pedestrian transportation routes including Americans with Disabilities Act (ADA) accessibility.*

Objective: Enhance and preserve the livability of Roseburg. *Development and maintain aesthetically pleasing bicycle and pedestrian facilities. Provide people-friendly streets, paths, trails, and activity centers available to everyone. Support sustainable community development.*

Finding:

The proposed improvement of Pine Street will provide an enhanced link in the Umpqua River Greenway trail system. The PSWO and Pattern Book include design standards and guidelines for multi-modal transportation options. Though the application of the aforementioned standards, Pine Street will be safe, convenient, and will bring the area into compliance with applicable ADA requirements.

Comprehensive Parks Master Plan

This plan does not contain any goals, policies, or objectives, but rather provides several recommendations in Chapter 4 that are pertinent to the PSWO district.

Chapter 4 Recommendations

Umpqua River Greenway recommendation: *Recognizing the desire from the community to accent the park system's relationship to the South Umpqua River, this plan recommends a conceptual overlay to all park and open space properties within the city limits that are adjacent to the river. Individual parks along the river will retain their own identities and particular uses, but these sites should also be*

considered as a whole to acknowledge their important role in maintaining the health and recreational value of the river.

Establish policies for the maintenance of riverbank areas to preserve and enhance the natural functions of the river, including salmon habitat.

Complete the trail system along the east bank of the river by adding missing links through multiple parks and neighborhoods. Consider riverbank stability, flooding, and resource conservation when determining the best route for these trails.

Collaborate with Community Development Department on Comprehensive Waterfront Master Plan to address the natural, scenic, recreational and economic development values of Roseburg's waterfront.

Finding:

The PSWO and Pattern Book contain development standards and design guidelines that will transform Pine Street into a multi-modal link for the trail system on the east side of the South Umpqua River.

Deer Creek Park Recommendations: *Develop a site master plan that considers the unique position of this park in the Roseburg system. Based on public comments obtained during the planning process, site development should consider the following:*

- *Parking, internal pathways, site amenities and equipment that are universally accessible, regardless of ability.*
- *Picnic area(s).*
- *Play area.*
- *Improved trail connection under Stephens.*
- *Trail extensions along Deer Creek.*
- *Monitor nearby properties for future acquisition to expand the recreation opportunities at this park site.*

Finding:

The Pine Street improvements called for in the PSWO and Pattern Book will provide enhanced access to Deer Creek Park.

Trails Recommendations: *Complete the Umpqua River Greenway trail from Deer Creek Park to Micelli Park.*

Finding:

The Pine Street improvements called for in the PSWO and Pattern Book will provide enhanced access to Deer Creek Park to the north and Micelli Park to the south.

Non-Capital Projects, Signage Recommendations: *High quality signage in the park system will not only inform residents and visitors about where Roseburg's parks are located, but also will provide identity to the parks and can inform users about the cultural, historical, and natural significance of a park. These projects*

consist of both a non-capital (design and research) and capital (physical signs) component, but due to the system-wide nature of the projects described in this section. The signage projects recommended in this plan include:

- *Develop consistent signage and install at all city park sites to create system identity.*
- *Provide wayfinding signage from adjacent streets for parks not located on a major street.*
- *Develop interpretive signage for parks with significant historical interest or natural resources.*

Finding:

The PSWO and Pattern Book include standards for signage in the district, which is of a pedestrian scale and consistent with its historic character. With Pine Street representing a segment of the park trail system, the PSWO and Pattern Book support this plan recommendation.

Waterfront Master Development Plan

The stated purpose of the 2010 Waterfront Master Development Plan was to “...provide a plan that reconnects the community to one of its greatest resources, the South Umpqua River. The City sought to outline a broad vision for the opportunities available with appropriate waterfront development, realizing the potential economic benefits for the community.”

Of the key City plans and documents, the Waterfront Master Development Plan provides the most detailed description of what the city hopes to achieve in the PSWO. The relevant plan recommendations are addressed below:

The Concept’s Core Elements – 4. Interconnect waterfront parks & open spaces with improved streets and trail systems: *This plan envisions a system of waterfront public space, complementing and restoring existing parks, while adding a small amount of new parkland to the City’s holdings. Building on the recommendations of the Parks Master Plan, the concept aims to link all these spaces with a consistent Riverfront Loop Trail, ideally running close to the river’s edge, but alternatively routed along city streets.*

Finding:

The design standards and guidelines in the PSWO and Pattern Book were developed to allow Pine Street to serve as a critical and inviting link in the Riverfront Loop Trail envisioned in the Roseburg Waterfront Master Development Plan. The PSWO and Pattern Book standards and guidelines were specifically formulated to support the Waterfront Master Development Plan and this core element in particular.

North Waterfront Improvements, including Deer Creek Park, South Umpqua Greenway and Pine Street. Pine Street Recommendations include:

1. *Improved paving, with unit pavers preferred instead of asphalt.*

2. *At very least, the corridor should be delineated with pavement markings to guide cyclists and pedestrians and perhaps delineate a lane for cars to use when accessing riverfront properties.*
3. *The existing fence separating northern Pine from the railroad is stark and unattractive. Replace the fence, with at least a black chain link fence or a metal railing fence and add plantings.*
4. *New lighting should be installed on the corridor, consistent with light standards on other sections of riverfront and tying to downtown.*
5. *Properties along the corridor are zoned C3, which allows them to redevelop as small-scale retail. One vision imagines this corridor becoming a district with local arts and crafts shops, along with bed and breakfast-type accommodation.*
6. *Redevelopment should be required to locate close to the trail corridor, to create a sense of activation and direct observation of the corridor.*
7. *A future trail connection directly on the riverbank could be realized as willing sellers make their property available and the City responds by purchasing these properties or access rights to create a public parcel.*
8. *It is not anticipated that additional right-of-way acquisition is required for the improvements above.*

Finding:

The allowed uses along with the design standards and guidelines in the PSWO and Pattern Book were developed to be consistent with the recommendations and guidance provided by this specific guidance in the Waterfront Master Development Plan. Many of the recommendations listed above are incorporated into the PSWO and Pattern Book including 1,2, and 4-7. Recommendation 3 was partially addressed by softening the railroad edge with greenery.

Item 8, which is not a recommendation, is not possible. Land will need to be dedicated for the multi-use path improvements in order to widen the easement and meet the needs of emergency response.

Statewide Planning Goals

Pertinent Statewide Planning Goals that apply to the proposal have been evaluated as follows:

Oregon Statewide Planning Goals

The relevant Statewide Planning Goals are satisfied as indicated below:

Goal 1 -Citizen Involvement: *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

Finding:

The zoning overlay was created with citizen input. The development of the PSWO and Pattern Book was dependent from the start on input and participation by

residents, property owners, partner agencies, Planning Commission, and City Council. The City of Roseburg provided public notice of this proposal as mandated through ORS and Municipal Code requirements, as well as publishing the notice in the News-Review, a newspaper of general circulation. A public hearing was held in order to provide an opportunity for interested citizens to be involved, provide comments and present issues and provide technical information

Goal 2 - Land Use Planning: *To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

Finding:

The City of Roseburg has adopted a Comprehensive Plan, which is "acknowledged" by the state of Oregon. This Plan was again acknowledged through Periodic Review in 1992 and is coordinated and adopted by Douglas County for the unincorporated area located within the City UGB. (Roseburg Urban Area Comprehensive Plan adopted by the City Council in Ordinance No. 2345, effective on July 1, 1982, and re-adopted in Ordinance No. 2980 on December 9, 1996.). Implementation of the Comprehensive Plan is accomplished through the adopted Code. The Land Use and Development Regulations Chapter of Roseburg Municipal Code has been acknowledged by the state of Oregon and has been amended from time-to-time in order to comply with ORS. (Roseburg Land Use and Development Ordinance No. 2363, as originally adopted July 1, 1984, and most recently updated in Ordinance No. 3497 on May 1, 2018.) The PSWO and Pattern Book represent an amendment to the Code, which is consistent with relevant statewide planning goals and City plans as noted in these findings.

Goal 5 - Open spaces, scenic and historic areas, and natural resources: *To conserve open space and protect natural and scenic resources.*

Finding:

A central purpose of the PSWO and Pattern Book is to encourage the preservation of existing historic buildings and promote a mix of uses to promote new small- to medium-scale development, which is compatible with the district's historic character. In addition, the PSWO will continue to retain appropriate development setbacks from the South Umpqua River and associated riparian habitat.

Goal 6 - Air, water and land resource quality: *To maintain and improve the quality of the air, water, and land resources of the state.*

Finding:

As noted under Goal 5 above, existing open space and natural resource areas will continue to be regulated and protected as they are today. A major theme of the PSWO and Pattern Book is to maintain and enhance natural resources and sensitive lands and to improve walking and bicycling connections to promote fewer car trips

leading to a modest beneficial effect on air quality. In addition, parking requirements for the area were reduced, which will reduce the amount of future paved area and lead to less storm water runoff with new development.

Goal 7 – Areas Subject to Natural Hazards: *To protect property from natural hazards.*

Finding:

The identified hazard area is related to the South Umpqua River flood plain. The PSWO and Pattern Book continue to only allow development that conforms with the City's floodplain regulations and other development techniques that will not exacerbate potential flood damage or raise flood levels.

Goal 8 - Recreational Needs: *To satisfy the recreation needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

Finding:

Implementation of the PSWO and Pattern Book will enhance the City's network of parks, greenspaces, and trails by improving the Pine Street Multi-Use Path, which traverses the district between SE Douglas Avenue and Deer Creek.

Goal 9 - Economy: *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

Finding:

An important focus of the PSWO and Pattern Book is to encourage a variety of business opportunities appropriate to the scale of the historic homes and current uses. Urban design aspects of the PSWO and Pattern Book promote a pedestrian-friendly appearance and character to encourage a vibrant mix of commercial and residential activity. Once implemented, these actions are expected to improve the economic viability and success of the district and surrounding area.

Goal 10 - Housing: *To provide for the housing needs of citizens of the state.*

Finding:

The PSWO allows a range of housing types, including medium to high density and mixed-use residential and commercial. The PSWO allows for the retention of existing single family residences.

Goal 11 - Public Facilities and Services: *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

Finding:

This area is currently served by urban infrastructure. The PSWO and Pattern Book promote the improvement of Pine Street to serve all transportation modes, thereby improving access within and through the district.

Goal 12 - Transportation: *To provide and encourage a safe, convenient and economic transportation system.*

Finding:

A primary objective of the PSWO and Pattern Book is to provide balanced transportation access by accommodating all modes of travel within and through the district. In particular, the PSWO will enhance walking and bicycling along the Pine Street Multi-Use Path while maintaining and accommodating the need for personal and emergency vehicle access.

Goal 13 - Energy Conservation: *To conserve energy.*

Finding:

The promotion of active transportation and allowing a greater degree of mixed-use development in the district are expected to help replace a modest number of short vehicular trips with walking or bicycling. This will help reduce energy use.

IV. CONCLUSION

Based on the above findings, the Planning Commissions concludes that the application meets the criteria for approval in RMC 12.10.020(F)(2).

V. ORDER

Based on the Findings and Conclusions above, the Planning Commission recommends approval of this application to the City Council.

Ron Hughes, Chair

Date

Stuart Cowie, Community Development Director

Date

Planning Commission Members:

- Ron Hughes, Chair
- Dan Onchuck, Vice Chair
- Charlie Allen
- Kerry Atherton
- Ronald Sperry
- Victoria Hawks
- Shelby Osborn

Date 12 April 2019
To Project Management Team (PMT)
Subject Roseburg Pine Street Waterfront Overlay Code Assistance Project
From Erika Warhus, Marcy McInelly, Urbsworks, Inc.
Copy Andrew Holder, GreenWorks; Keith Liden, Bainbridge

SCOPE AND BACKGROUND

4.1 Adoption Draft Pine Street Waterfront Overlay and Findings:

Purpose of Task 4.1 (From Scope of Work): Consultant shall use input received from the public, the PMT, the Code Committee, the Planning Commission, and City Council (if a joint work session) to prepare Adoption Draft Pine Street Waterfront Overlay and Findings. The Adoption Draft Pine Street Waterfront Overlay must be in adoptable format.

4.2 Pine Street Waterfront Overlay Final Pattern Book (Adoption Draft)

Purpose of Task 4.2 (From Scope of Work): Consultant shall use input received from the public, the PMT, the Code Committee, the Planning Commission, and City Council (if a joint work session) to prepare the final Pattern Book to accompany the Adoption Draft of the Pine Street Waterfront Overlay.

Project Objective (from the Scope of Work)

The objective of this Project is to create, and guide through adoption, an overlay zone in the LUDR (Land Use and Development Regulations) for the Project Area. The Pine Street Waterfront Overlay (PSWO) must be based on relevant City plans, including the Waterfront Master Development Plan and the Parks Master Plan. The Overlay must help retain the Project Area's historic character, allow multi-modal transportation access, and promote small-scale, pedestrian-oriented development. The Pine Street Waterfront Overlay must include:

- Design standards for small commercial shops and overnight accommodations; and
- Standards for traffic-calming street design, signage, landscaping, lighting, and markings or paving to separate non-motorized transportation from cars. *Per direction received at the PMT Meeting 1, modes do not need to be separate.*

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act (FAST-Act), local government, and State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

CONTENTS OF THIS PACKAGE

Introduction (this memo)

- Description of Attachments
- Overlay and Pattern Book Organization
- Background
- Overlay Changes
- Pattern Book Changes

Attachments:

- 12.04.140 – PSWO Adoption Draft: word document with track changes
- 12.04.140 – PSWO Adoption Draft: clean PDF
- PSWO Pattern Book
- Overlay Diagrams (separate PDF)
- Overlay Findings

DESCRIPTION OF ATTACHMENTS

12.04.140 Pine Street Waterfront Overlay Adoption Draft

The overall purpose of the Pine Street Waterfront Overlay is twofold: To encourage development by charting a clear path to approval and to communicate and illustrate the vision as articulated in the 2010 Waterfront Master Development Plan for this particular area so that new development will implement the vision.

Pine Street Pattern Book Adoption Draft

The pattern book is an accompaniment to the Overlay and provides visual examples in the form of photographs and diagrams as well as text and tables that show options for meeting the standards of the Overlay.

Overlay Diagrams

All diagrams found in the Overlay are provided a one single file so that they can be reviewed and discussed at a larger, more legible size.

Overlay Findings

Pine Street Waterfront Overlay Findings of Fact prepared for the City of Roseburg.

OVERLAY AND PATTERN BOOK ORGANIZATION

Sections and Articles in 12.04.140			Overlay Tables and Figures	Pattern Book Contents
A	Purpose			Introduction Purpose of the Pattern Book Organization of the Pattern Book Background Overall District Character District Connectivity All Modes Accommodated Emergency Access Implementation Flood Plain Requirements Challenges for Historic Structures Pine Street Victorians
B	Applicability		Figure 2-17: Pine Street Waterfront Overlay	
C	Definitions		Figure 2-18: Section Diagram Figure 2.19: Plan Diagram	
D	Uses	1. Permitted Uses 2. Conditional Uses 3. Prohibited and Similar Uses	Table 2-16: Uses	
E	Development Zone	1. Site and Building Standards 2. Architectural Standards 3. Historic Building Standards	Figure 2-20: Pine Street Plan Table 2-17: Pine Street Multi-Use Path Standards Table 2-18: Vertical Features and Landscaping Standards Figure 2-21: Multi-Use Path Plan Diagram Table 2-19 – Private Property Standards Table 2-20 – Architectural Standards, New Buildings and Alterations Table 2-21 – Historic Building Options	Patterns Flex Zone Bulbouts Site Design Front Yard Building Shape Porches Lighting
F	Signage	1. Pine Street Edge 2. Riparian Setback 3. Deep Lot Pedestrian Path 4. Standards and Criteria	Table 2-22 – Sign Standards by Type	Considerations Signs
				Additional Considerations Art Parking Management District Marker Riverfront Trail

Background

Relationship between the PSWO and the Pattern Book

The PSWO will be a new chapter within the LUDR (Land Use and Development Regulations). The companion Pattern Book will be used by staff to measure compliance with the PSWO standards. The Pattern Book will also provide to applicants a picture of the flexibility allowed in meeting the standards and outline a variety of compliant designs.

Relationship of the PSWO to the LUDR

The PSWO is intended to be a self-contained overlay chapter within the LUDR, with no cross-referencing. However, you will see a limited number of areas that were not able to be fully contained within the PSWO, such as bicycle parking, lighting cutoff, and prohibited street tree species. For these standards, we thought it would be most efficient to cross reference.

The Director can approve exceptions and modifications to the PSWO standards; however, we are trying to weed out as much discretion as possible. Our goal with the standards in the PSWO is clear and objective requirements that an applicant can meet that don't have a negative design effect; and in the majority of cases, would have a positive design effect.

Overlay Changes

Approach to Prohibited Uses: The PMT raised concerns about the degree of subjectivity in how prohibited uses would be judged (including dust, glare, noise, etc.). We have addressed these concerns by removing the discretionary language and mirroring language that exists in other sections of the LUDR, such as the CBD: "Uses not identified are prohibited." The list of prohibited and similar uses remains unchanged.

Flex Zones: Flex Zones have widened from 7 feet to 9 feet. This will more easily accommodate parallel parking and changes the overall width of the path from 27 feet to 29 feet. More detail was added to both Table 2-17 Pine Street Multi-Use Path Standards and Figure 2-21 Multi Use Path Plan Diagram to add clarity for how length is measured and where the bulbouts are permitted. Special paving of the bulbouts was also added as a requirement.

Vertical Features and Landscaping Standards: Table 2-18 Vertical Features and Landscaping Standards were simplified. Earlier drafts listed requirements in three separate categories of "universal standards", "front yard-specific standards", and "bulbout-specific standards". The revisions made to this section simplify the table into one list of "universal standards." Differences between standards for the Front Yard and the Flex Zone are noted in the "Limitations and Qualifications" column.

Landscape Standards: In the earlier draft of the PSWO, we cross-referenced to the landscaping standards in the LUDR, instead of creating PSWO-specific standards. However, they are very extensive and written mostly to apply to parking lot landscaping and screening. We have decided that it would be more appropriate to include a very limited set of standards specifically written for the Pine Street area. The Site Design landscape standards in Section 12.06 of the LUDR would not apply, with the exception of the Prohibited Street Trees list.

Our rationale is that the rest of the site should not be regulated for landscaping as much as the front areas; and not any more than a single dwelling residential site. While this is a commercial district it will continue to have residential character. The most important areas for landscaping are the quasi-public areas at the edge of the shared street: The Flex Zone and the Front Yard. The majority of regulations are aimed at these areas and were already written. They consist of standards for:

- Paving
- Vertical elements
- Street trees
- Lighting

• Signage

The small areas of permitted parking will be required to be landscaped and paved with pervious paving, but otherwise there should not be additional site landscaping standards. The one exception would be for parking areas that exceed the allowed parking. We propose that in this case, parking areas should be required to meet the requirements of 12.060.

Private Property Standards: Several specific standards were changed as part of Table 2-19 Private Property Standards.

Distance between buildings: A required minimum distance between buildings has been added to the Setbacks section of Table 2-19.

Roof Pitch: Per direction from the Planning Commission and responses from the community during the public meeting, a requirement for roof pitch has been added to the Building Height section of Table 2-19.

Lighting: Standards for lighting have been added to Table 2-19. They include a requirement for lighting in the Front Yard and optional lighting in the Flex Zone.

Pattern Book Changes

Site Design: New diagrams were added to show how height is measured in the PSWO. In addition, a new diagram was added to help clarify that multiple buildings are permitted on a site and must be a minimum distance apart. See pages 24-27 of the Pattern Book.

Vertical Features: A new vertical features section has been added. It helps to explain the purpose of the vertical features and show the range of options permitted. In addition, four furniture suites were added to show the potential of the vertical features to enhance the character of the area. See pages 32-35 of the Pattern Book.

Building Shape: A new section describing scale, height and building footprints was added. Diagrams show preferred approach for floor-to-floor heights and overall scale of existing buildings compared to the proposed 3,600 square feet maximum footprint. This is to give guidance about the desire for generous floor-to-floor heights, since the requirement for minimum floor-to-floor heights has been removed from the PSWO.

Lighting: A new section on lighting accompanies the development of more robust lighting standards in the Overlay. See pages 46-49 of the Pattern Book.

Parking Management: A map showing proximity of parking to the PSWO was added to the parking management section. See page 57 of the Pattern Book.

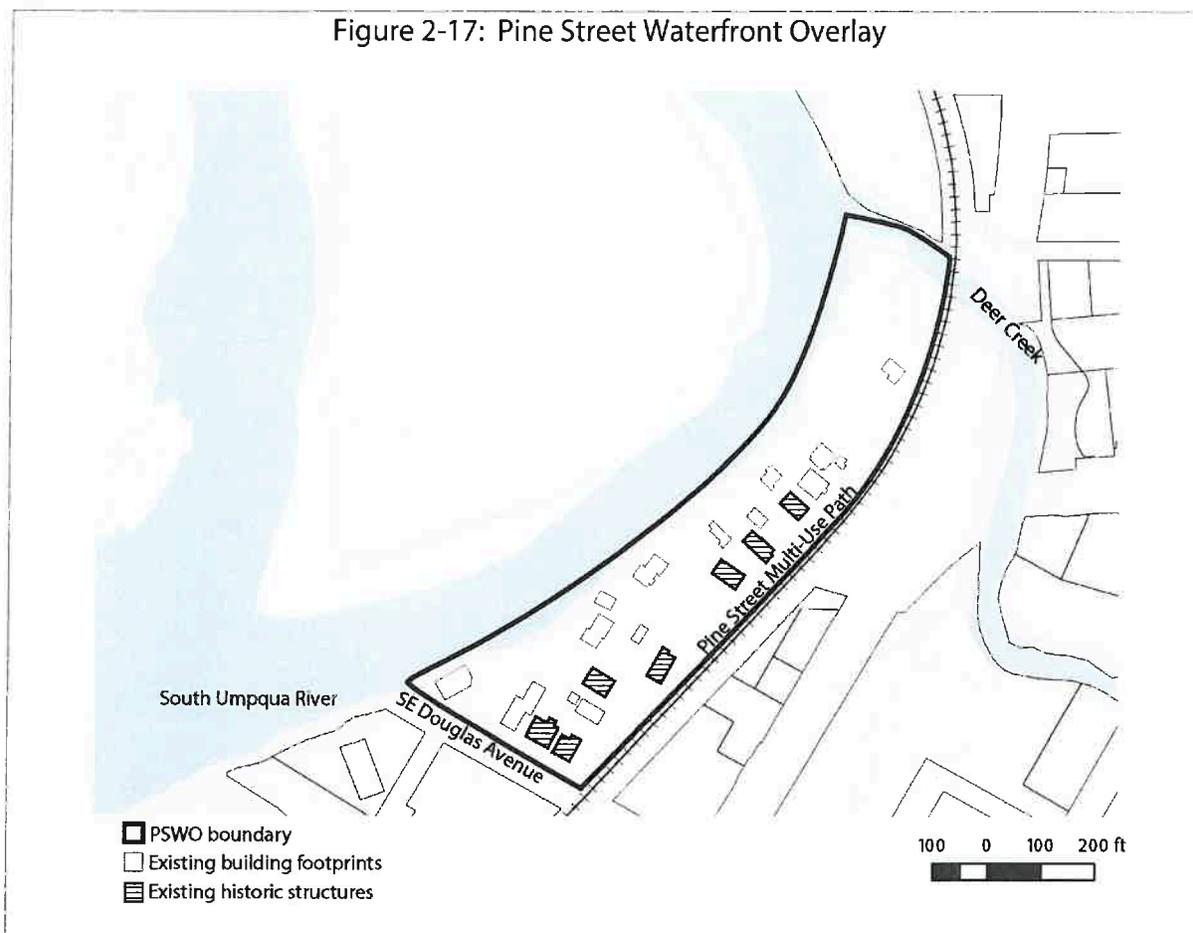
Riverfront Trail: Because the development of a riverfront trail continues to be desired, a new page has been added to the Considerations section. Though the riverfront trail is outside the scope of this project and was not included as a requirement of the overlay, we felt it should have some representation in the pattern book to help carry forward the ideas of previous planning efforts and the potential for a riverfront trail in the future. See page 59 of the Pattern Book.

PINE STREET WATERFRONT OVERLAY ADOPTION DRAFT

12.04.140 Pine Street Waterfront Overlay

- A. Purpose.** The Pine Street Waterfront Overlay (PSWO) promotes a unique riverfront commercial district along a shared multi-use path. The Overlay is intended to enhance the character of the district by improving multi-modal transportation through pedestrian-friendly and traffic-calming design standards. It will maintain compatibility with existing historic structures while promoting a mix of uses to encourage new small- and medium-scale development. Permitted uses are oriented toward maintaining and promoting the pedestrian character of the area and include residential dwellings with commercial uses, restaurants, sidewalk cafes, retail sales and professional offices, bed and breakfast facilities, and parks and playgrounds. The segment of Pine Street located within the Overlay connects to bike and walking trails around the city, and the Transportation System Plan identifies this area as a multi-use path rather than a street; this means that pedestrians and cyclists take priority.
- B. Applicability.** As illustrated in Figure 2-17 Pine Street Waterfront Overlay, the regulations of the PSWO apply to the area bounded by:
- To the north, the edge of Deer Creek;
 - To the east, the edge of the railroad right of way;
 - To the south, the edge of SE Douglas Avenue; and
 - To the west, the edge of the S. Umpqua River.

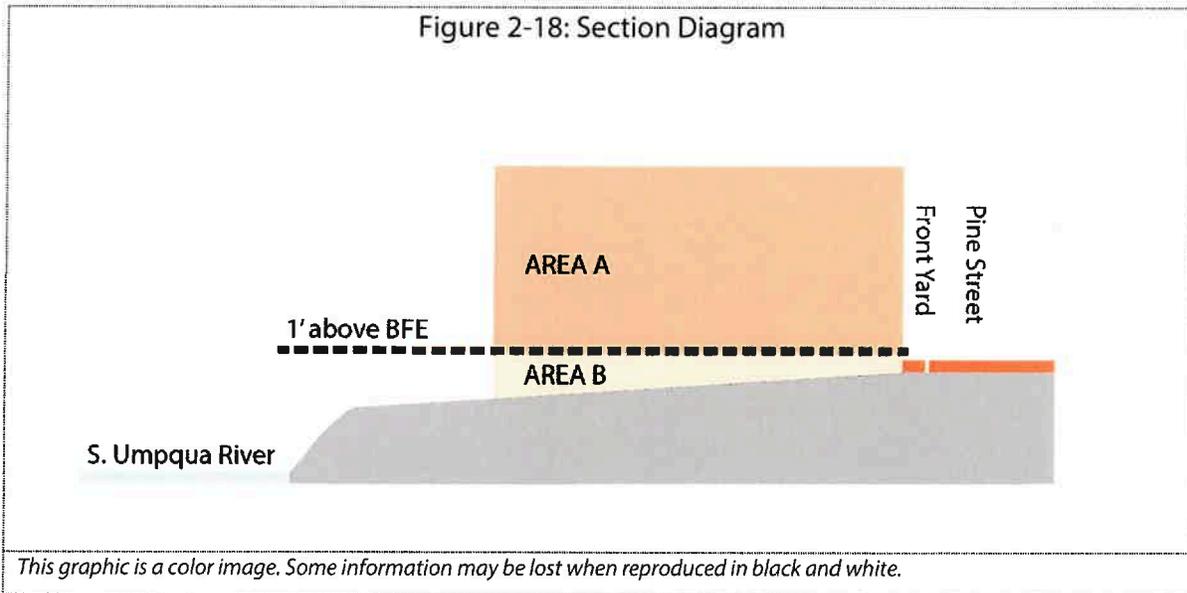
Figure 2-17: Pine Street Waterfront Overlay



C. Pine Street Overlay Definitions. For the purpose of this Section only, the following definitions are established:

“AREA A” The building area that is 1 foot or greater above the Base Flood Elevation (BFE) level

“AREA B” The building area that is below 1 foot above the Base Flood Elevation (BFE) level



“BULBOUT” Bulbouts or curb extensions are extensions of the sidewalk space into the roadway space. In the PSWO, they refer to the curbless extensions into the Flex Zone that are delineated with vertical features, such as bollards. They visually and physically narrow the Pine Street Multi-Use Path, slowing motor vehicles while increasing the available space for street furniture, benches, plantings, parallel parking, and street trees.

“FLEX ZONE” Areas marked on the Pine Street Multi-Use Path, as shown in Figure 2-19 Plan Diagram, that are dedicated for use by parked cars, cafe seating, landscaping, and other permitted uses as listed in Table 2-17 Pine Street Multi-Use Path Standards. Flex Zones provide traffic calming through an alternating pattern and are located between the Pine Street Edge and the Railroad Edge on the Pine Street Multi-Use Path.

“FRONT YARD” The area abutting the Pine Street Edge where vertical elements, paving, and landscaping are required. See Figure 2-19 Plan Diagram. The provisions of the PSWO Front Yard definition prevail over all other definitions of Front Yard in this Code.

“LOT FRONTAGE” The edge of private property, called a Site, Lot, or Parcel, that is adjacent to Pine Street, a Through Connection, or the South Umpqua River. The provisions of the PSWO Lot Frontage definition prevail over all other definitions of Lot Frontage in this code.

“LOT LINE, FRONT” The Lot Line or lines common to the lot and a street or multi-use path. The Front Lot Line of a parcel is the Pine Street-facing edge, except for parcels fronting on SE Douglas Avenue, where the Front Lot Line is the Douglas Avenue-facing edge. For flag lots, the Front Lot Line is the flagpole end. For lots with more than one edge abutting Pine Street, both abutting edges shall be subject to frontage requirements. The Front Lot Line for all properties facing Pine Street is the edge that is created after the required Pine Street access dedication.

"LOT LINE, REAR" The lot line or lines opposite and most distant from the front lot line. For lots backing onto the river, the rear lot line will be defined by the riparian setback.

"PERGOLA" A structure supported by regularly spaced columns with roof or sides covered with open latticework, sometimes providing a framework for vines and climbing plants. Also called a "Trellis." A Trellis or Pergola covers and frames an outdoor area or passageway.

"PINE STREET MULTI-USE PATH" A dedicated area between the Pine Street Edge and the Railroad Edge for use by all modes of transportation.

"PINE STREET EDGE" Where the Private Buildable Zone abuts the Pine Street Multi-Use Path. For lots on Pine Street, it is the same as the Lot Line, Front. See Figure 2-19 Plan Diagram.

"PRIVATE BUILDABLE ZONE" The area between the Pine Street Edge and the Riparian Setback where development occurs. See Figure 2-19 Plan Diagram.

"PORCH" A structure attached to a building to shelter an entrance or to serve as a semi-enclosed space; usually roofed and generally open-sided; it may be partially screened or glass-enclosed. It may be either recessed or projecting. See PSWO Pattern Book, page 44.

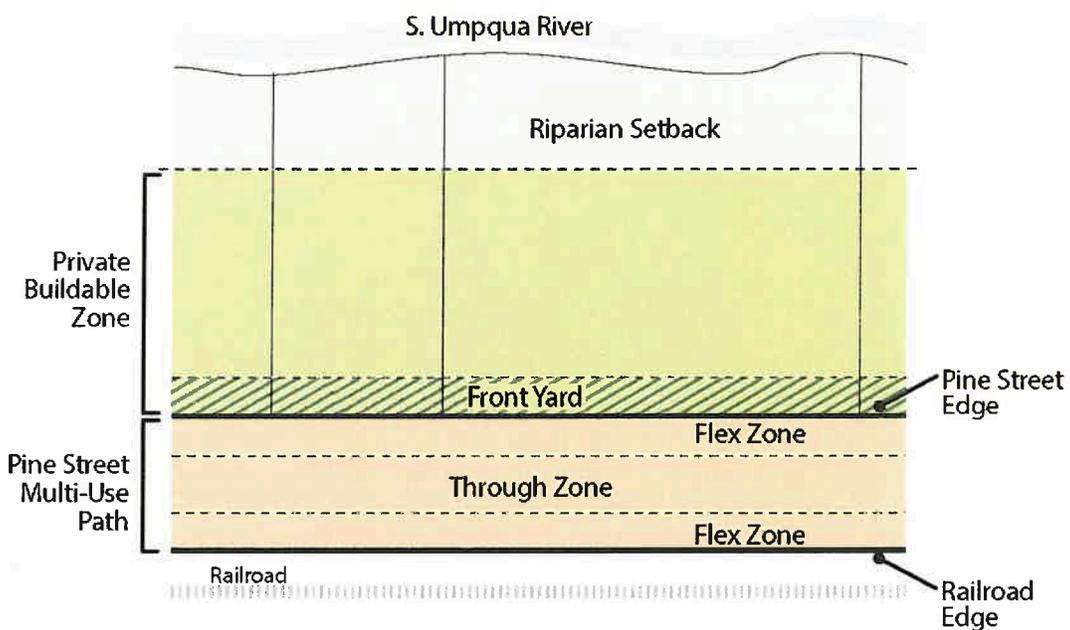
"RAILROAD EDGE" Where the Pine Street Multi-Use Zone abuts the railroad fence. See Figure 2-19 Plan Diagram.

"RETAIL SALES AND SERVICE" Retail Sales and Service firms are involved in the sale, lease, or rental of new or used products to the general public. They may also provide personal services or entertainment or provide product repair or services for consumer and business goods. Examples include sales-oriented uses such as furniture, garden supply, and art supplies; personal service-oriented uses such as photographic studios, hair, and personal care services; and repair-oriented services such as bicycles, clocks, and office equipment.

"THROUGH CONNECTION" A pedestrian passageway connecting the Pine Street Multi-Use Path to other parts of a site.

"THROUGH ZONE" On Pine Street, the unobstructed passage area for use by bicycles, pedestrians, and motorized vehicles. See Figure 2-19 Plan Diagram.

Figure 2-19: Plan Diagram



This graphic is a color image. Some information may be lost when reproduced in black and white.

D. Uses

- 1. Permitted Uses.** Uses identified with a "P" in Table 2-16 are permitted as-of-right in the PSWO District, subject to compliance with any other use standards identified in this section and all other applicable standards of this Code. Uses not specifically listed, but similar to other permitted uses, may be approved by the Director.
- 2. Conditional Uses.** Uses identified with a "C" in Table 2-16 may be allowed if reviewed and approved in accordance with the Conditional Uses Permit procedures of Section 12.10.080 of this Code. Conditional Uses are subject to compliance with any use standards identified in this section and all other applicable standards of this Code. Uses not specifically listed but similar to other conditional uses may be applied for through the Conditional Uses Permitting process as determined by the Director.

TABLE 2-16: Uses

Pine Street Waterfront Overlay		
USE CATEGORY Specific Use	P – Permitted C – Conditional	Limitations and Qualifications
RESIDENTIAL		
Dwelling units above commercial structures	P	(1) One dwelling unit per 800 square feet of lot area. (2) Prohibited in Area B of Figure 2-18 Section Diagram.
Dwelling units subject to Multiple-Family Residential (MR29)	C	(1) Prohibited in Area B of Figure 2-18 Section Diagram.
Boarding/Rooming Houses	C	(1) Prohibited in Area B of Figure 2-18 Section Diagram.
PUBLIC / CIVIC		
Library, museums, and galleries	P	
Parking lots or structures	C	
Parks and playgrounds	P	
COMMERCIAL		
Art, music, dance school/studio/gallery/supplies	P	
Bed and breakfast facility	P	
Business services or offices; professional offices	P	
Retail sales and service	P	
Restaurants, eating establishments, coffee houses, juice bars, delicatessens, taverns, and similar uses	P	
Sidewalk cafes	P	
Theaters, motion picture production/distribution/services	P	

3. Prohibited and Similar Uses. Uses not identified are prohibited.

- a. The following uses and their similar uses are prohibited:
 - i. Activities entailing movement of heavy equipment on and off the site except during construction
 - ii. Agricultural supplies/machinery sales rooms

- iii. Ambulance service
- iv. Automobile body shop in conjunction with an auto sales agency; Automobile service station; Automobile, truck, and motorcycle dealers/garages/services stations/washes/detailers; Auto parts/tools supply stores; Mobile home and recreational vehicle sales
- v. Auto or truck storage as a primary use (auto or truck storage is limited by the Standards of Table 2-19 Private Property Standards, items y and z)
- vi. Builders supplies (including retail sale of lumber)
- vii. Commercial storage units
- viii. Crematory or mausoleum; Funeral home
- ix. Drive-up window service for permitted use
- x. Plumbing/heating/electrical/sheet metal shop
- xi. Police, fire, and rescue services
- xii. Printing and publishing
- xiii. Recreational vehicle parks
- xiv. Recycling or Waste Disposal center
- xv. Stadiums or coliseums
- xvi. Telecommunications facilities
- xvii. Homeless shelters; Residential homes; Nursing homes

E. Development Zone

1. Site and Building Standards. The Development Zone is illustrated in Figure 2-20 Pine Street Plan.

Figure 2-20: Pine Street Plan shows the developable area within the PSWO. It is bounded by the Riparian Setback (along the South Umpqua River) and the eastern edge of Pine Street. Within this area there are separate development requirements for:

- Pine Street Multi-Use Path (including the Flex Zones)
- Pine Street private properties. (private buildable zone Figure 2-19 Plan Diagram)

a. Pine Street Multi-Use Path Intent Statement. The Pine Street Multi-Use Path has an overall width of 29 feet. The Through Zone provides a consistent 20-foot clear width, which is required for emergency vehicle access. Along both sides of the Through Zone are designated 9-foot wide Flex Zones. Vertical features such as bollards, planters, or poles are required in the Flex Zone, in an alternating pattern of bulbouts, creating a chicane path for motor vehicles. The staggered or offset pattern of bulbouts creates a visual narrowing of the Through Zone while preserving a consistent 20-foot width.

Upon redevelopment or a change in use, each property owner dedicates land for both the Flex Zones and the overall path width. The location and design of the bulbouts is determined by the width of the lot. Bulbout uses vary, and may include landscaping, parking, food carts, or outdoor dining at the discretion of each property owner. See Flex Zone Bulbouts on pages 20-23 of the Pattern Book and Vertical Features on pages 32-35 of the Pattern Book.

b. Private Properties Intent Statement. Buildings within the PSWO are small-scale with house-like forms that meet the edge of the Pine Street Multi-Use Path. Buildings may sit along the Pine Street Edge or be

setback, allowing for semi-public activities in the Front Yard. Porches and plaza-like spaces in the Front Yard enhance the pedestrian experience.

The Development and Design Standards are listed in Table 2-17 Pine Street Multi-Use Path Standards and Table 2-18 Vertical Features and Landscaping Standards.

Figure 2-20: Pine Street Plan

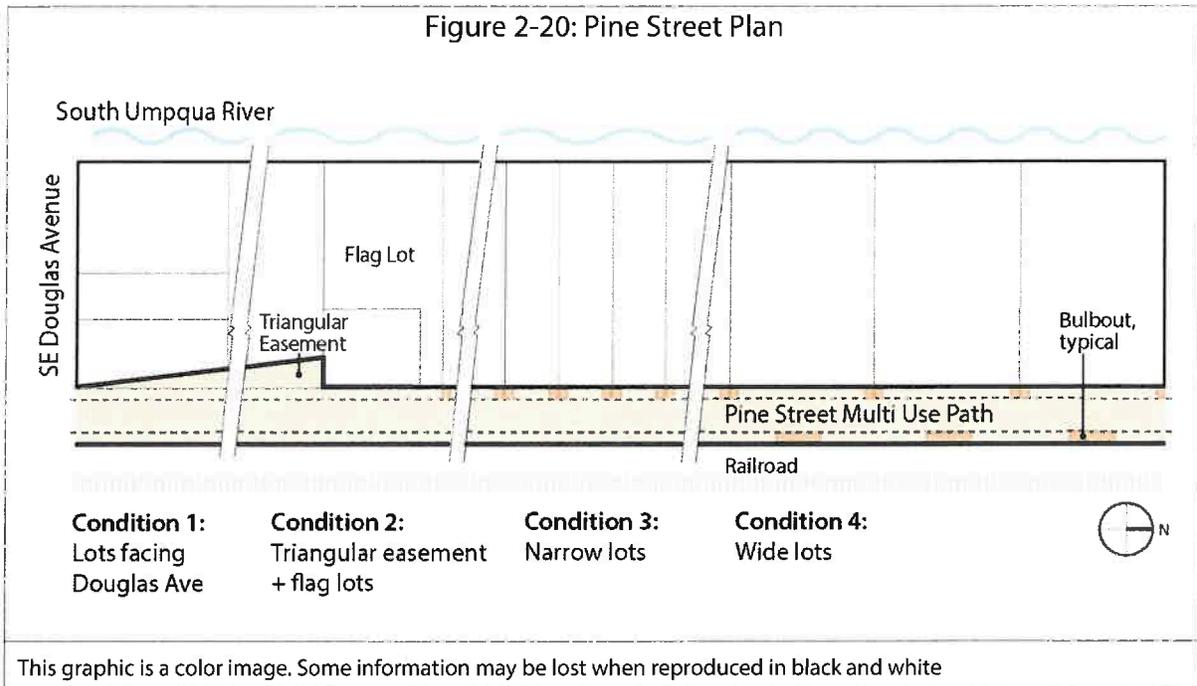


Table 2-17 – Pine Street Multi-Use Path Standards

Requirement	Standard	Limitations & Qualifications
Pine Street		
a) Minimum required width	29 feet	(1) Width is measured from the existing railroad fence on the east edge of Pine Street.
b) Access dedication width	Varies based on property distance from railroad edge	(1) Required for each Pine Street-facing property. (2) To provide the required width of 27 feet, a dedication shall be required from each property. (3) Exempt from this standard are properties facing SE Douglas Avenue.
Through Zone		
c) Width, minimum	20 feet	(1) 28-foot inside radius required, per Oregon Fire Code. (2) Item (e) in Figure 2-21 Multi-Use Path Plan Diagram.
d) Clear height, minimum	13 feet, 6 inches	(1) For overhead banners or lighting, and vegetation (tree branches).
e) Surface materials		(1) Constructed of an asphalt, concrete or other approved driving surface capable of supporting the imposed load of apparatus weighing at least 60,000 pounds, per the Oregon Fire Code.
Flex Zone, General Bulbout	<i>See Pages 20-23 of The Pattern Book</i>	
f) Permitted		(1) Parallel vehicle parking, bicycle parking, landscaping, outdoor tables and seating, permanent and temporary signage, lighting, and temporary / or daytime-only retail displays. (2) Fire hydrants may be installed in bulbouts where required by the Fire Marshal.
g) Surface materials		(1) Permitted materials include pavers, brick, flagstone, scored concrete, compacted crushed rock, wood deck, wood boardwalk. (2) An Accessible route with paving materials meeting current ADA standards shall be provided.
Flex Zone, Property-Adjacent Bulbout		
h) Width	9 feet	(1) Width is measured perpendicular to Pine Street Edge. See Figure 2-21 Multi-Use Path Plan Diagram.
i) Length, minimum	5 feet	(1) Length is measured parallel to Pine Street Edge. (2) Item (f) in Figure 2-21 Multi-Use Path Plan Diagram.
j) Clear height, minimum	13 feet, 6 inches	(1) For overhead banners or lighting, and vegetation (tree branches).
k) Location	Required for each parcel, adjacent to	(1) Flag lots are exempt. (2) Shall abut the Front Lot Line.

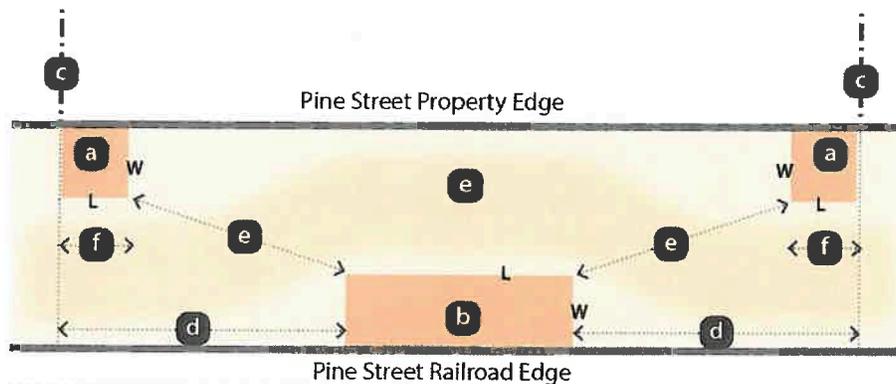
Table 2-17 – Pine Street Multi-Use Path Standards

Requirement	Standard	Limitations & Qualifications
	each side lot line	(3) The side boundary of the Flex Zone shall be an extension of the side lot line, perpendicular to the front lot line. (4) Property-adjacent Flex Zones are not permitted in front of buildings.
l) Additional standards		(1) Per Table 2-18 Vertical Features and Landscaping Standards.
Flex Zone, Railroad-Adjacent Bulbout		
m) Width	9 feet	(1) Width is measured perpendicular to Pine Street Edge. See Figure 2-21 Multi-Use Path Plan Diagram.
n) Length, minimum	6 feet	(1) Length is measured parallel to Pine Street Edge. Item (b) in Figure 2-21 Multi-Use Path Plan Diagram.
o) Length, maximum		(1) Maximum length is determined by the overall width of the property that is adjacent to the multi-use path. See Figure 2-21 Multi-Use Path Plan Diagram. (2) Shall comply with Through Zone Width, minimum in Table 2-17 Pine Street Multi-Use Path Standards.
p) Clear height, minimum	13 feet, 6 inches	(1) For overhead banners or lighting, and vegetation (tree branches).
q) Location, minimum	37 feet from each side lot line	(1) Railroad-adjacent Flex Zones shall be located 37 feet from the edge of each side lot line, perpendicular to the front lot line. Item (d) in Figure 2-21 Multi-Use Path Plan Diagram. (2) Lots less than 80 feet wide are exempt from railroad-adjacent Flex Zone. Lots 80 feet or greater are required to have a railroad-adjacent Flex Zone.
r) Additional standards		(1) Per Table 2-18 Vertical Features and Landscaping Standards.

Table 2-18 –Vertical Features and Landscaping Standards		
Requirement	Standard	Limitations & Qualifications
Universal Standards <i>See Pages 32-35 of The Pattern Book</i>		
a) Applicability		(1) Applies to Front Yards and Flex Zone Bulbouts.
b) Required vertical features		(1) Shall include furnishings, vertical landscaping, trees, or a low free-standing wall or fence that provide visual and physical separation of the Flex Zone and Front Yard from the Through Zone.
c) Height, minimum	24 inches	
d) Height, maximum		(1) Vertical features (including trees and vegetation) must not encroach on the Through Zone below 13'-6" height.
e) Location		(1) A minimum of one vertical feature is required at each corner of the Flex Zone, set back no more than one foot from the edge of the Flex Zone. (2) Except where a bulbout abuts the Front Yard Zone, the Pine Street Edge of the Front Yard must be defined by vertical features that are set back no more than 1 foot from the edge of the Through Zone.
f) Placement		(1) Vertical features may include a continuous edge or a series of at least two individual elements. (2) Gaps between the vertical features must not exceed 20 linear feet.
g) Furnishings		(1) Furnishings include, but are not limited to: ornamental bollards, bike racks (with required clear spaces), benches or other fixed seating, fixed tables, planters, ornamental boulders (e.g., basalt columns), sculptures, permanent signage, pergolas, banner poles, trellises, or light poles. (2) Movable tables and chairs and overhead string lights are permitted but do not fulfill the vertical feature requirement. (3) A projecting porch can count as a vertical feature to fulfill this requirement if it is within 5 feet of the Pine Street Edge.
h) Vertical landscaping		(1) Vertical landscaping includes, but is not limited to: trees, woody shrubs at least 24 inches tall, plants or trees in a pot or planter, or trellised vines. (2) Planted pots or planters must be at least 24 inches tall. (3) Trellised vines must be on a trellis at least 4 feet tall.

		<ul style="list-style-type: none"> (4) Pergolas and trellises must not exceed 8 feet in height. (5) Planters and potted plants can count toward minimum landscape areas.
i) Walls and fences		<ul style="list-style-type: none"> (1) Acceptable materials for free-standing walls and fences include, but are not limited to: wood, stone, brick, ornamental CMU masonry, or metal picket. (2) Chain link fences are not allowed. (3) All free-standing walls or fences must not exceed 3 feet in height.
j) Trees		<ul style="list-style-type: none"> (1) Trees are required in the Flex Zone Bulbouts or in the Front Yard within 10 feet of the Pine Street Edge. One tree is required for every 50 linear feet (or fraction thereof) of frontage on Pine Street. <i>Example: for 60 linear feet of frontage, two street trees would be required.</i> Existing trees within 10 feet of the Pine Street Edge may count toward the Vertical features requirement. Trees may be clustered. (2) Trees shall be a minimum of 6 feet in height. (3) Prohibited trees: Refer to Table 3.8 Prohibited Street Trees in Section 12.06.020(T).
k) Lighting		<ul style="list-style-type: none"> (1) No light trespass is allowed across the Side Lot Lines or the Riparian Setback Line.
l) Bicycle parking		<ul style="list-style-type: none"> (1) The required clear space for any bike parking provided shall be protected on the sides facing motorized vehicle parking stalls by: vertical features, minimum 4 feet width of landscaping, or concrete wheelstops. (2) Additional clearance and maneuvering space requirements per section 12.06.030(l)1 may apply.
m) Vehicular Parking		<ul style="list-style-type: none"> (1) Minimum length: 22 feet long, full width of bulbout. (2) Where a concrete wheelstop is required, the minimum length is measured to the face of the wheelstop. (3) Provide minimum 3 feet clearance between bike racks and vertical features or landscaping, or minimum 5 feet clearance to wheelstops. (4) Vehicle parking is not permitted in the Front Yard. (5) No more than 2 adjoining parking spaces are permitted without being separated by a minimum 9 feet by 4 feet landscaped area.
n) Construction and Maintenance		<ul style="list-style-type: none"> (1) Property owners are responsible for construction and on-going maintenance of Front Yards and Flex Zone Bulbouts associated with their property.

Figure 2-21: Multi-Use Path Plan Diagram



- a** Property-adjacent Bulbout (L = length, W = width)
- b** Railroad-adjacent Bulbout (L = length, W = width)
- c** Side Lot Line
- d** Clear distance from Side Lot Line to edge of railroad-adjacent Bulbout
- e** Through Zone Minimum Width
- f** Length measured from Side Lot Line to edge of property-adjacent Bulbout

This graphic is a color image. Some information may be lost when reproduced in black and white.

Table 2-19 – Private Property Standards

Requirement	Standard	Limitations & Qualifications
Applicability		
a) Existing buildings		(1) Unless stated otherwise, existing buildings are exempt from these standards.
b) Alterations to existing buildings		(1) Unless stated otherwise, these standards apply to alterations that exceed 30% of the square footage of the existing building.
Setbacks <i>See Pages 24-27 of The Pattern Book</i>		
c) From Pine Street Edge, minimum	0 feet	(1) New buildings or additions may encroach into the Front Yard only when they are fronted by a porch.
d) From Pine Street Edge, maximum	15 feet	(1) New buildings or additions may not exceed maximum setback.
e) From Riparian Rear Lot Line	0 feet	
f) Side	5 feet	
g) Existing buildings		(1) Existing buildings are permitted to encroach into the Front Yard or exceed the maximum setback.
h) Minimum distance between buildings	10 feet	
Buildable Area <i>See Pages 24-27 of The Pattern Book</i>		
i) Maximum percentage	70%	(1) Maximum buildable area applies to the lot area after the area for the Front Yard, Side Yards, and the Riparian Setback are deducted and, if required, Through Connection links rear buildings to Pine Street.
j) Multiple buildings		(1) When multiple buildings occupy a lot, a Through Connection is required to connect them to Pine Street. (2) The Through Connection must meet standards for accessible route(s) with appropriate paving materials meeting current ADA standards.
k) Maximum building footprint	3,600 square feet	(1) Maximum footprint for a single building.

Building Height		
l) Maximum height	30 feet	(1) Measured to the highest roof surface. (2) The highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. (3) Additional height shall be negotiated with Fire Marshall and Fire Chief.
m) Maximum number of stories	3	(1) Per 12.02.090 Definitions, a Story is defined as "that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling above."
n) Maximum height of a story	15 feet	
o) Roof pitch		(1) Buildings shall have a pitched roof, with a slope of at least a nominal 8 feet in height for each 12 feet in width. (2) Porches are exempt from this standard.
Front Yard <i>See Pages 28-31 of The Pattern Book</i>		
p) Minimum depth	15 feet	(1) 5 feet minimum Front Yard depth where a building faces a Through Connection.
q) Required width	Width of lot	
r) Clear height, minimum	10 feet	(1) For overhead banners, lighting, and vegetation.
s) Paved area, minimum	25%	
t) Landscaped area, minimum	25%	(1) Required landscaping shall comply with standards in Table 2-18 Vertical Features and Landscaping Standards. (2) The minimum landscaped area shall be a minimum of 90% covered by shrubs (including ornamental grasses) or groundcover plants within 3 years. (3) Lawn and open areas of bark mulch are not allowed in required landscaped areas.
u) Permitted		(1) Bicycle parking, landscaping, outdoor tables and seating, permanent and temporary signage, light, and temporary / or daytime-only retail displays.

		(2) Driveways permitted in Front Yard. (3) Fire hydrants may be installed in Front Yards where required by the Fire Marshal.
v) Surface materials		(1) Permitted materials include pavers, brick, flagstone, scored concrete, compacted crushed rock, wood deck, wood boardwalk. (2) A porch may count toward the minimum paved area. The porch may be recessed or projecting. (3) Accessible route(s) with appropriate paving materials meeting current ADA standards shall be provided.
w) Vertical features	Required for each Front Yard	Required vertical features shall comply with spacing and other standards in Table 2-18, Vertical Features and Landscaping Standards and additional standards below.
Ground Floor Standards		
x) Height of floor level, maximum	3 feet	(1) Maximum number of feet above Base Flood Elevation (BFE).
Parking Required		
y) Required motorized vehicle parking, minimum	none	
z) Residential vehicular parking, maximum	2 per lot	
aa) Commercial vehicular parking, maximum	3 per lot	
bb) Required bicycle parking	Residential	(1) 2 per unit.
	Public/Civic	(1) No requirement.
	Commercial	(1) 1 per 300 square feet (2) Bed and Breakfast: 2 plus 1 space per guest room.
Bicycle Parking Standards <i>See page 23 of The Pattern Book</i>		
cc) Facility design		(1) Refer to section 12.06.030(I)1.
dd) Locational standards		(1) Refer to section 12.06.030(I)2.
Vehicular Parking Location		
ee) Setback from Pine Street Edge	25 feet	(1) Refer to section 12.06.030(J) for accessible parking standards.
ff) Setback from Rear Lot Line	25 feet	(1) Per definitions, the Rear Lot Line shall be defined by the riparian setback.
gg) Setback from Side Lot Line	10 feet	

Lighting <i>See pages 46-49 of The Pattern Book</i>		
hh) Flex Zone	Optional	<ul style="list-style-type: none"> (1) Lighting may be provided overhead or low-height.. (2) Low-height lighting may count toward the vertical features requirement.
ii) Front Yard	Required	<ul style="list-style-type: none"> (1) May be either overhead lighting, building-mounted lighting, low-height lighting, or a combination. (2) Minimum of two lights are required in the Front Yard of each property. (3) String lights count as one light. (4) Lighting may be incorporated into a porch. (5) Low-height lighting may count toward the vertical features requirement. (6) Exempt from this standard are properties facing SE Douglas Avenue and flag lots.
jj) Overhead lighting	Optional	<ul style="list-style-type: none"> (1) May be strung between poles or mounted on buildings, or both. (2) Light poles may count toward the vertical features requirement.
kk) Light cutoff	Required	<ul style="list-style-type: none"> (1) All lighting shall comply with Section 12.06.030.(E) Lighting.

- 2. Architectural Standards.** The purpose of this section is to ensure that alterations to historic structures and new development are consistent with the vision for Pine Street. New buildings and historic building alterations should retain the character of the Pine Street Waterfront Overlay and promote small-scale, pedestrian-oriented development. The Overlay, combined with the Pattern Book, addresses detailed building design standards for new construction and design guidelines for historic structures.

Table 2-20 – Architectural Standards, New Buildings and Alterations			
Requirement	Standard		Limitations & Qualifications
	Pine Street Edge or SE Douglas Avenue	Required Through Connection and Riparian Edge	
Applicability			
a) Existing buildings	Unless stated otherwise, existing buildings are exempt from these standards.		
b) Alterations to existing buildings	Unless stated otherwise, these standards apply to alterations and change in use.		
Front Porch <i>See pages 42-45 of The Pattern Book</i>			
c) Front Porch	Required	–	(1) Exempt from this standard are properties facing SE Douglas Avenue.
c) Minimum width	15 feet	–	(2) An attached porch may count toward the minimum paved area. See Table 2-18 Vertical Features and Landscaping Standards. (3) The porch may be recessed or projecting.
d) Minimum depth	8 feet	–	
Ground Floor <i>See pages 42-45 of The Pattern Book</i>			
e) Ground floor windows	60%	50%	(1) Applies to linear feet of façade
f) Primary building entrance	Required	Required	(1) Required for each building façade facing Pine Street. (2) Shall be located on the Pine Street façade or facing a required Through Connection. (3) Shall be directly connected to Pine Street.
g) Weather protection	Required	–	(1) Required at primary building entrance. (2) Building shall provide awning or canopy 40 square feet minimum, 4 feet minimum depth from face of façade. (3) A covered porch at the primary entrance can count towards this standard.

Table 2-21 – Historic Building Options		
Action	Requirement	Limitations and Qualifications
Rehabilitate, Remodel or Alter a Historic Building <i>See pages 36-41 of The Pattern Book</i>		
<ul style="list-style-type: none"> · Alter or remodel a historic structure so that it complies with Chapter 12-040.090 Flood Plain Overlay. · Move a historic structure to another location on the same site so that it complies with Chapter 12-040.090. · Move a historic structure to another site within the PSWO so that it complies with Chapter 12-040.090. · Add a substructure to lift the historic building out of the flood plain. 	<p>Alterations and new construction shall comply with architectural design guidelines of the Pattern Book, which address:</p> <ul style="list-style-type: none"> · Building shape and projections (massing and composition) · Roof shape · Details, including eaves, windows and doors, and porches · Materials 	<ul style="list-style-type: none"> (1) Permitted without Historic Resource Review Commission (HRRC) approval as long as alterations or new construction meet standards set out in Pattern Book. (2) Minor projects, as defined in the HRRC Minor Project Review Standards, shall be reviewed by staff.
<ul style="list-style-type: none"> · Relocate a historic structure to a site not within the PSWO. 	-	Requires Historic Resource Review Commission (HRRC) approval.
<ul style="list-style-type: none"> · Demolish a historic structure 	-	
New Construction		
<ul style="list-style-type: none"> · Build a new structure on a vacant site. 	New construction shall comply with Table 2-21 from Design Standards of this Chapter.	Permitted without HRRC approval.
<ul style="list-style-type: none"> · Add a new structure to a site occupied by a historic structure. · Attach a new structure to a historic building. 	New construction shall comply with Table 2-21 from Design Standards of this Chapter.	<ul style="list-style-type: none"> (1) Requires HRRC approval. (2) Minor projects, as defined in the HRRC Minor Project Review Standards, shall be reviewed by staff.

F. Signage. The following language addresses signage within the PSWO.

1. **Pine Street Edge Signage.** While SE Douglas Avenue is the front door of the district, the Pine Street Edge is intended to have a uniquely different character. Controlling the size and appearance of signs will contribute to the small-scale, pedestrian-oriented character of Pine Street. Signs shall be scaled primarily for bike and pedestrian traffic and shall be visible from a distance of 100 feet.

- 2. Riparian Setback Signage.** Signage along the riparian setback should be scaled for pedestrians, with a focus on double-sided signs.
- 3. Through Connection Signage.** Signage along pedestrian paths serving multiple buildings on deep lots should be scaled for pedestrians, with a focus on double-sided signs.
- 4. Standards and Criteria.**
 - a.** The standards of Section 12.08.020 Signs apply, except as modified below.
 - b.** Logos. Logos are allowed in addition to the permitted wall signs listed above, provided that the total square footage of the permitted wall signs and the logos do not exceed a combined area of three square feet per lineal foot of building wall for first story businesses and one and one-half square feet per lineal foot of building wall for second story businesses. A permit is required for each logo that is being installed based on the square footage of the proposed logo.
 - c.** Illumination from Signs. External illumination shall be shielded so that the light source elements are not directly visible from residential uses within the Pine Street district.
- 5. Exempt Signs.** Refer to section 12.08.020(C).
- 6. Prohibited Signs.** Refer to section 12.08.020(D).
- 7. Permit Procedures.** Refer to section 12.08.020(E).

Table 2-22: Sign Standards by Type *See Pages 52-53 of The Pattern Book*

Sign Type	Freestanding , Projecting or Attached Signs	Wall (including window signs) (1)
Where Permitted	Pine Street Edge (2) Douglas Street Through Connections (3) Riparian setback	Pine Street Edge Douglas Street Through Connections (3)
Maximum Width	3 feet	(1)
Maximum Height	12 feet	(1)
Maximum Sign Area per Face of Sign	5 square feet	15 square feet for Wall Sign (1)
Maximum Total Sign Area	30 square feet (4) (5)	50 square feet (4) and (5)
Notes		
<p>(1) In the PSWO, Wall Signs refers to a sign painted on or attached to a building wall. Any hanging sign attached to a building eave, overhang or awning is limited to the same maximum width and maximum area as Freestanding or Projecting Signs.</p> <p>(2) Permitted in Front Yards facing the Pine Street Edge, and on buildings or in front setbacks facing Douglas Street.</p> <p>(3) Signs facing Through Connections shall not encroach into path width necessary for ADA access.</p> <p>(4) First Story Businesses facing Pine Street Edge, Douglas Street, or a Through Connection shall be permitted signage of 3 square feet per linear foot of building wall.</p> <p>(5) Second Story Businesses facing Pine Street Edge, Douglas Street, or a Through Connection shall be permitted signage of one and one-half square feet per linear foot of building wall.</p>		

City of Roseburg

Pine Street Waterfront Overlay PATTERN BOOK

ADOPTION DRAFT April 2019

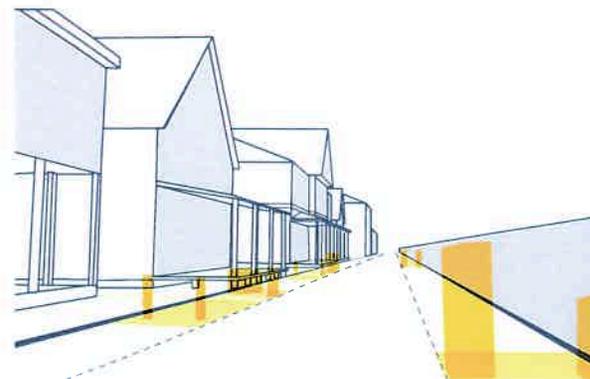
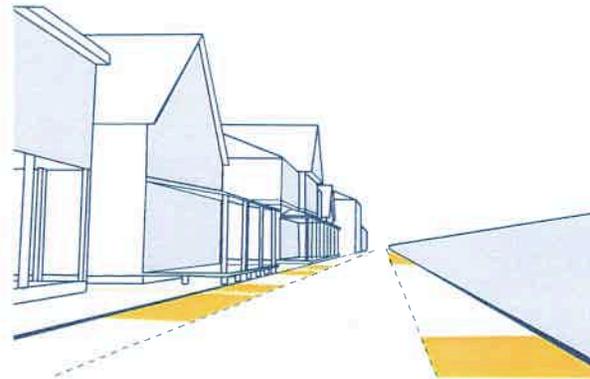
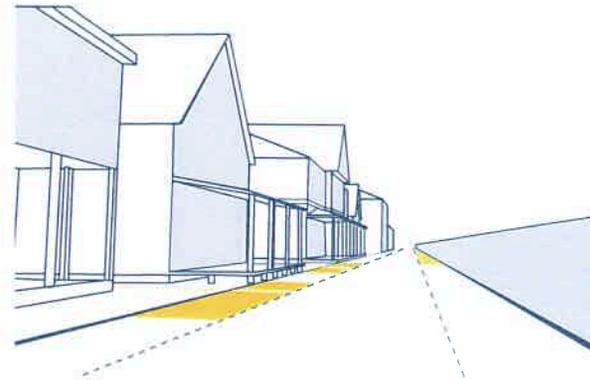
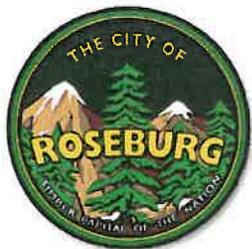


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The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Introduction

Purpose of the Pattern Book

The Pattern Book accompanies the Pine Street Waterfront Overlay (PSWO), Section 12.04.140 of the Roseburg Municipal Code. This pattern book illustrates — through figures, text, and tables — physical designs that comply with the PSWO standards. It follows the same order and structure of the Overlay and should be used as a supplement to the numerical standards found in the zoning code. The table on page 3 shows how each section of the Pattern Book correlates to the sections of the PSWO.

Pine Street Waterfront Overlay Purpose

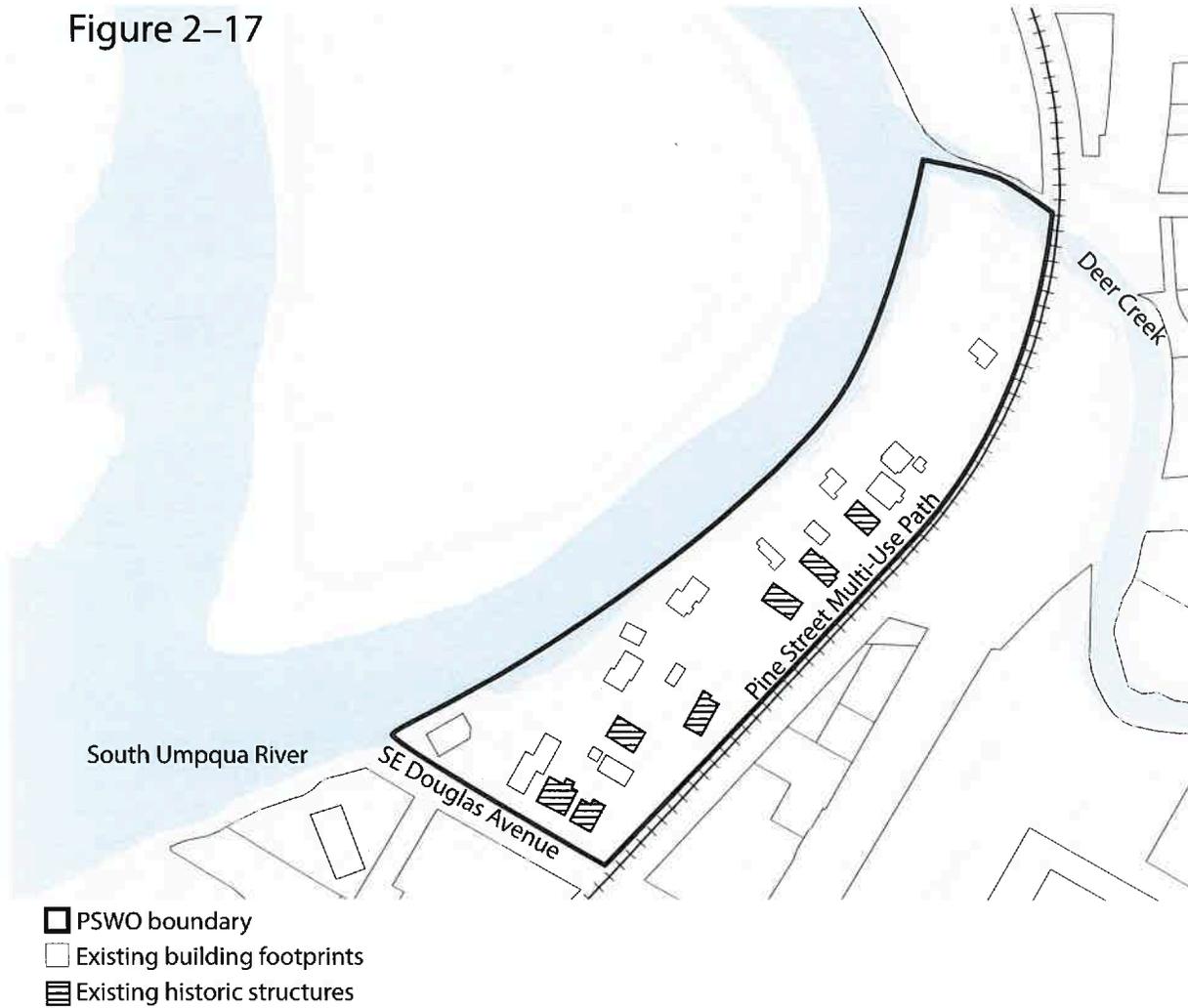
The Pine Street Waterfront Overlay (PSWO) promotes a unique riverfront commercial district along a shared multi-use path. The Overlay is intended to strengthen and intensify the existing character of the district by prioritizing pedestrians and encouraging small- and medium-scale development, and historically compatible architecture. The Overlay specifies pedestrian-friendly and traffic-calming design standards, along with standards for new buildings, and building additions.

The PSWO will encourage a wider range of uses than currently exists. New permitted uses promote the pedestrian character of the area and include residential dwellings above commercial uses like restaurants, sidewalk cafes, stores, professional offices, bed and breakfast facilities, and parks and playgrounds.

The Overlay implements longstanding policy direction for the area: The segment of Pine Street located within the Overlay connects to bike and walking trails around the city, and the Transportation System Plan (TSP) identifies the area as a multi-use path, rather than a street. This means that pedestrians and cyclists take priority.



Figure 2-17



Applicability. As illustrated in Figure 2-17 in Section 12.04.140 of the Roseburg Municipal Code, the regulations of the Pine Street Waterfront Overlay apply to the area bounded by

- » On the north, the edge of Deer Creek;
- » On the east, the edge of the railroad right of way;
- » On the south, the edge of Douglas Avenue, and;
- » On the west, the edge of the S. Umpqua River.

Organization of the Pattern Book

The Pattern Book follows the organization of the Pine Street Waterfront Overlay (PSWO). Some sections of the Overlay are not represented in the Pattern Book. For example, the definitions and uses sections are not discussed in this document.

Similarly, some sections of the Pattern Book are not represented in the Overlay chapter because they do not have accompanying numerical standards. The Background section is an example of this. It describes overall character, historical context, and potential implementation strategies. The Considerations section of the Pattern Book is also not represented in the PSWO.

PATTERN BOOK	12.04.140 PINE STREET WATERFRONT OVERLAY
<p>Introduction</p> <ul style="list-style-type: none"> » Purpose » Organization of the Pattern Book <p>Not included</p>	<ul style="list-style-type: none"> A. Purpose B. Applicability C. Definitions D. Uses
<p>Background</p> <ul style="list-style-type: none"> » Overall District Character » District Connectivity » All Modes Accommodated » Emergency Access » Implementation » Flood Plain Requirements » Challenges for Historic Structures » Pine Street Victorians 	
<p>Patterns</p> <ul style="list-style-type: none"> » Flex Zone Bulbouts » Site Design » Front Yard » Vertical Features » Building Shape » Porches » Lighting 	<ul style="list-style-type: none"> E. Development Zone Figure 2–20: Pine Street Plan Table 2–17: Pine Street Multi-Use Path Standards Table 2–18: Vertical Features and Landscaping Standards Figure 2–21: Multi-Use Path Plan Diagram Table 2–19 – Private Property Standards Table 2–20 – Architectural Standards, New Construction Table 2–21 – Historic Building Options
<p>Considerations</p> <ul style="list-style-type: none"> » Signs » Art » Parking Management » District Marker » Riverfront Trail 	<ul style="list-style-type: none"> F. Signage Table 2–22 Sign Standards by Type

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Background

IN THIS SECTION

- » Overall District Character
- » District Connectivity
- » All Modes Accommodated
- » Emergency Access
- » Implementation
- » Flood Plain Requirements
- » Construction in the Flood Plain
- » Challenges for Historic Structures
- » Pine Street Victorians



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Overall District Character

The Pine Street area (“A” in the image to the right) has a distinctive character and sense of boundaries. It is bordered by the railroad to the east, the South Umpqua River to the west, the couplet district to the south, and Deer Creek Park to the north. As expressed in the Purpose Statement, the Overlay is intended to “promote a unique riverfront commercial district along a shared multi-use path.” Because it is situated along a multi-use path and the river, there are many opportunities to preserve its current eclectic character, while enhancing the facilities and promoting more commercial activity in the historically all-residential area. Small-scale commercial shops and overnight accommodations will be reinforced by the proximity of the river and multi-use path.

District Connectivity

Surrounding the Pine Street study area (shown as “A” on the aerial photograph) are two areas with distinctive characters of their own. The area between the waterfront and the heart of downtown is characterized by wide streets with heavier through-traffic on Washington and Oak Avenues (shown as “B” on the aerial photograph). This area serves as a crossroads for long distance drivers, tourists, and truck and freight. ODOT-funded improvements have made it safer for pedestrians through protected pedestrian crossings and improved intersections. Additionally,



Pine Street waterfront area (A), couplet and railroad district (B), and the historic downtown (C).

a new protected multi-use path on the Oak Avenue bridge connects to the waterfront path that leads to the south end of the Pine Street waterfront area.

The Downtown district (area “C”) is clearly marked with archways and a distinctive character. The historic downtown has a high concentration of retail and businesses. Intersection treatments incorporate art, colored paving, and a curbless design with bollards,

further enhancing the character of the district. The Pine Street waterfront area is short walking distance to both of these areas.

In addition to its proximity to neighboring areas, perhaps its strongest connection is as a link in the larger trail system. The map on the page 8 shows this connection.

All Modes Accommodated

Pine Street is classified as a multi-use path, not as a street, according to the 2006 Transportation System Plan (TSP). This means its primary role is to function as part of the larger bicycle and pedestrian network in Roseburg. Though cars are permitted on this segment of the path, cyclists and pedestrians should be given priority. The Pine Street multi-use path should be designed for very low speeds, so bikes and pedestrians will feel comfortable.

Because the path is a dead-end for cars, there are no opportunities for cut-through traffic and automobile traffic will be limited to property owners and visitors to the area. Cyclists and pedestrians, however, can continue along the path to parks and other destinations in the city.



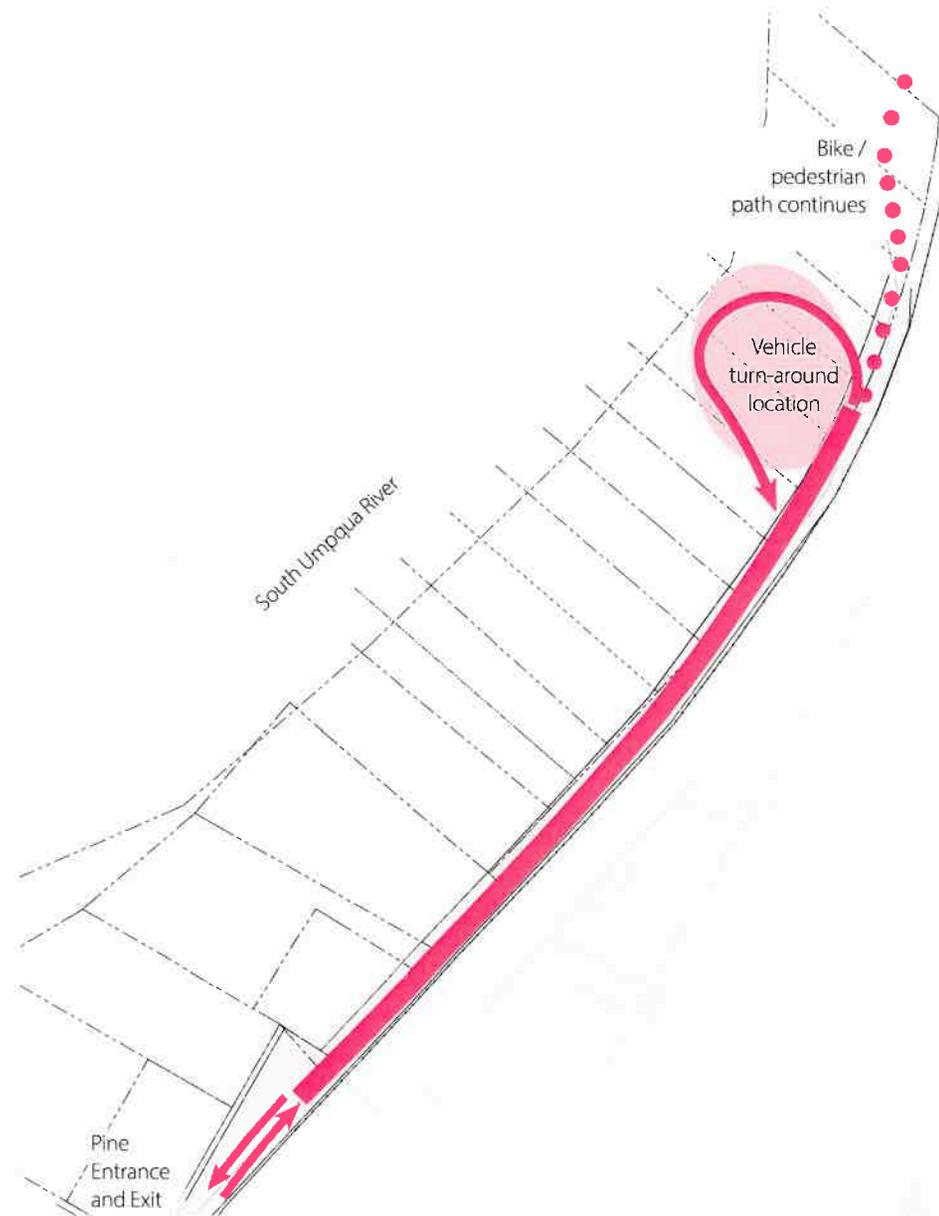
“Well-planned and well-designed multi-use paths can provide good pedestrian and bicycle mobility. Paths can serve both commuter and recreational cyclists and pedestrians. The key components to successful paths include: continuous separation from traffic, scenic qualities, connection to land uses, well-designed street crossings, visibility, good design, and proper maintenance.”

Roseburg Bike and Pedestrian Plan, 2009

Emergency Access

While cyclists and pedestrians are generally given priority, it is important that the area be served by emergency response vehicles such as fire, ambulance, and police. The width of the path will be able to accommodate emergency response vehicles and an ample turn-around is planned as part of a district-wide parking area south of Deer Creek Park. This is where the vehicular access ends, while the bike and pedestrian path continues on.

The graphic to the right shows the emergency access path and proposed turn-around location.

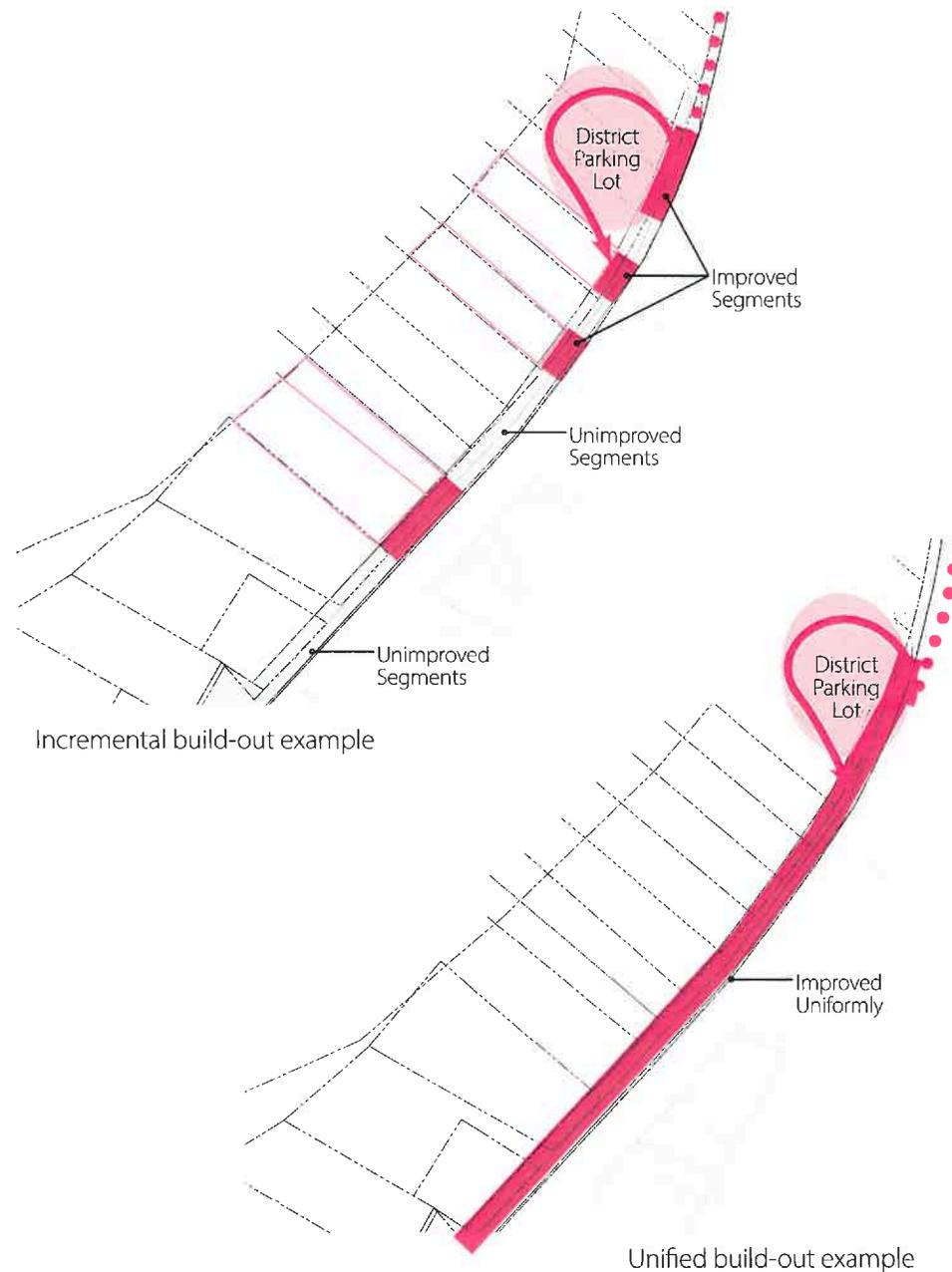


Implementation

The existing Pine Street Multi-Use Path is characterized by varying widths along its length. Property dedication would typically be required at the time of development. There are two different approaches to how the Pine Street path improvements can be implemented.

Incremental build-out: An incremental build-out of the PSWO means improvements would be made at the time individual properties redevelop. The benefit of this is that the eclectic character of the area will likely be preserved. However, a lack of consistency in dedication is problematic. Each property is required to dedicate land for the multi-use path improvements at the time of redevelopment, creating inconsistent path improvements. There are also complications with creating a consistent ADA accessible pathway if intermittent properties develop, leaving segments of the path unimproved.

Unified build-out: A unified build-out of the Pine district would mean the creation of a streetscape plan and a commitment by the City to provide up-front funding for the project. The benefit of this approach is that there is consistency in the design and bigger overall district concerns, such as parking, can be addressed all at once. One potential drawback would be the need for upfront funds.



FLOOD PLAIN

Flood Plain Requirements

The entire Pine Street Waterfront Overlay area is in the designated flood hazard area and all properties within are subject to the provisions of 12.04.090, Flood Plain Overlay. Areas subject to flooding must be able to withstand flooding, and the uses that may occupy areas subject to flooding are limited.

The section diagram illustrates, in a cross-section, the areas above and below the BFE (Base Flood Elevation) that are subject to limitations on development. There are two areas, and they are subject to different limitations:

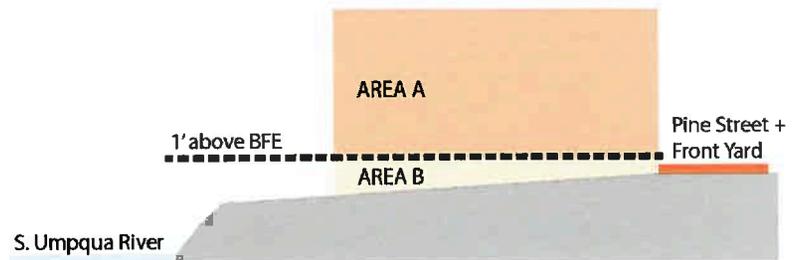
Area A – The developable area, located at least one foot above the BFE, but below the maximum height for buildings. The maximum height for buildings is 30 feet.

Area B – The developable area located below one foot above the BFE.

Any structure that is constructed, located, extended, converted, or altered in the PSWO must comply with the Flood Plain requirements. Flood plain requirements that apply to the PSWO are summarized below. The summary is not intended to replace 12.04.090; only to provide relevant information to guide development and redevelopment in the PSWO. Proposed development shall comply with all requirements of 12.04.090.

Site Plan Review Requirements. All PSWO development, whether it is located in Area A or Area B, must comply with Site Plan Review requirements as summarized in the table below.

Site Plan Review Requirements for PSWO Flood Plain (LUDR Section 12.04.090)	
Area	Site Plan Review
For either Area A –1 foot or more above BFE or Area B –Below BFE	Required before construction begins. Reviewed by Community Development Director. The following information is required: <ul style="list-style-type: none"> » Elevation in relation to mean sea level NAVD 88, of the bottom of the lowest floor (including basement) of all structures; » Elevation in relation to mean sea level NAVD 88 to which any structure has been flood-proofed; » Certification by a registered professional engineer or architect that the flood-proofing methods for any nonresidential structure meet the flood-proofing criteria specified in Subsection 12.04.090(BB) of this Code; and » Description of the extent to which any watercourse will be altered or relocated as a result of proposed development.



Section Diagram

Construction in the Flood Plain

Any structure that is constructed, located, extended, converted or altered in the PSWO must comply with one of two construction options, as summarized in the table below. Area B, which is the developable area located below one foot above the BFE, is subject to flooding and must be either open to allow for floodwaters to escape (Option 1), or flood proofed (Option 2). Option 2 requires engineer or architect certification; Option 1 does not.

Both options apply to non-residential uses on the ground floor of buildings that are below the BFE and subject to flooding. Option 1 is appropriate for uses such as parking, or other semi-outdoor non-residential uses. Option 2 is appropriate for non-residential, at-grade uses that require structural enclosure, such as retail or office. Residential uses are prohibited in Area B.

Construction in the Flood Plain <i>(Summary from LUDR Section 12.04.090 Flood Plain Overlay)</i>	
Area A (1 foot or more above BFE)	
Residential uses permitted	
Non-Residential uses permitted	
Area B (Below 1 foot above BFE)	
Non-Residential uses permitted	
Residential uses not permitted	
<p>Option 1: Meet or exceed the following minimum criteria:</p> <ul style="list-style-type: none"> » A minimum of two openings, not located on the same wall, having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided. » The bottom of all openings shall be no higher than one foot above grade. » Openings may be equipped with screens, louvers, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters. Openings with screens only count for net open area, openings with covers must be certified by manufacturer for specific area. <p><i>Note: This option requires elevation certificate by licensed surveyor or engineer for new construction and flood insurance.</i></p>	<p>Option 2:</p> <ul style="list-style-type: none"> » Flood-proof structure so that, below one foot above BFE, it is watertight with walls substantially impermeable to the passage of water. » Provide structural components that are capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. <p><i>Note: This option requires certification by engineer/architect in addition to an elevation certificate by licensed surveyor or engineer for new construction and flood insurance.</i></p>

Challenges for Historic Structures

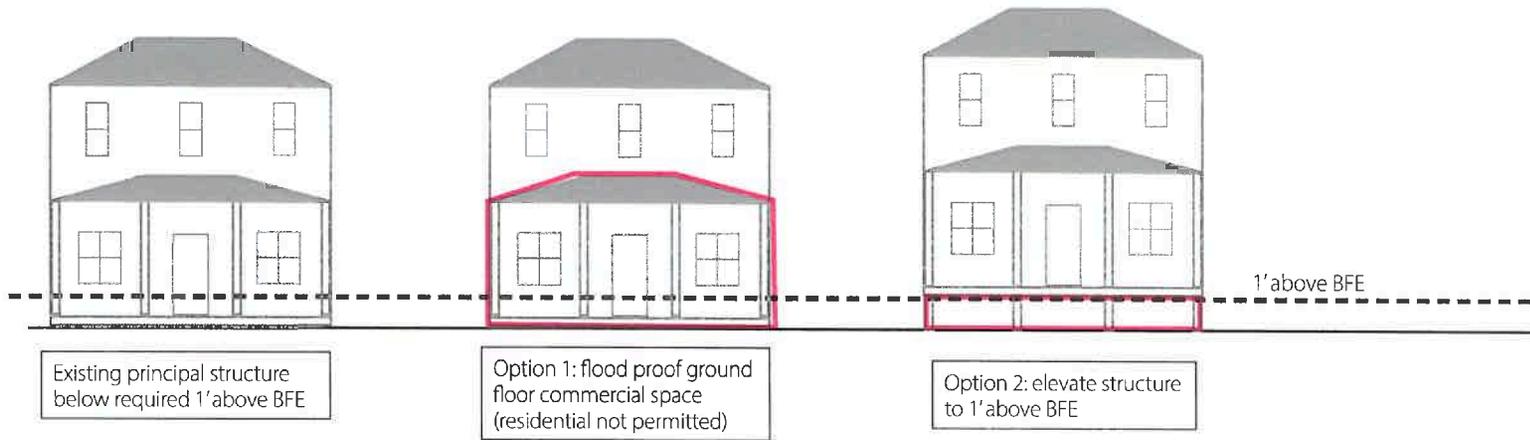
There are seven historic structures in the PSWO. Almost all of them are in the base flood area (Zone AE). As stated on the previous page, “when a structure in the flood plain is relocated, extended, converted, or altered, it must comply with the flood plain requirements.” These requirements provide special challenges for historic structures.

When a historic building is remodeled to accommodate mixed uses or is otherwise converted from a purely residential use, it will need to comply with flood plain regulations. It is possible that all of the historic structures in PSWO will need to be altered in some way.

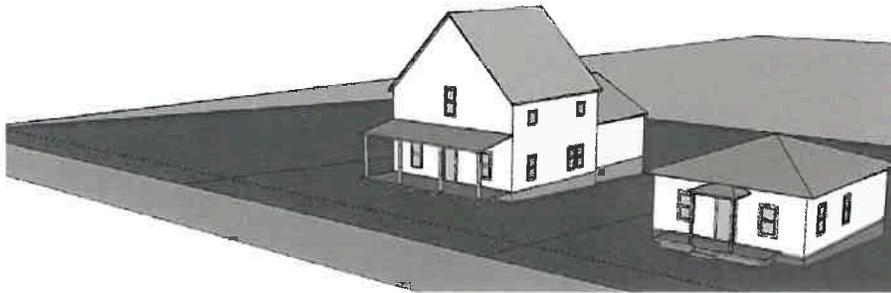
Alterations that would bring a historic structure into compliance include flood proofing, relocation to higher ground, or elevation on a new sub-structure.

Table 2–21

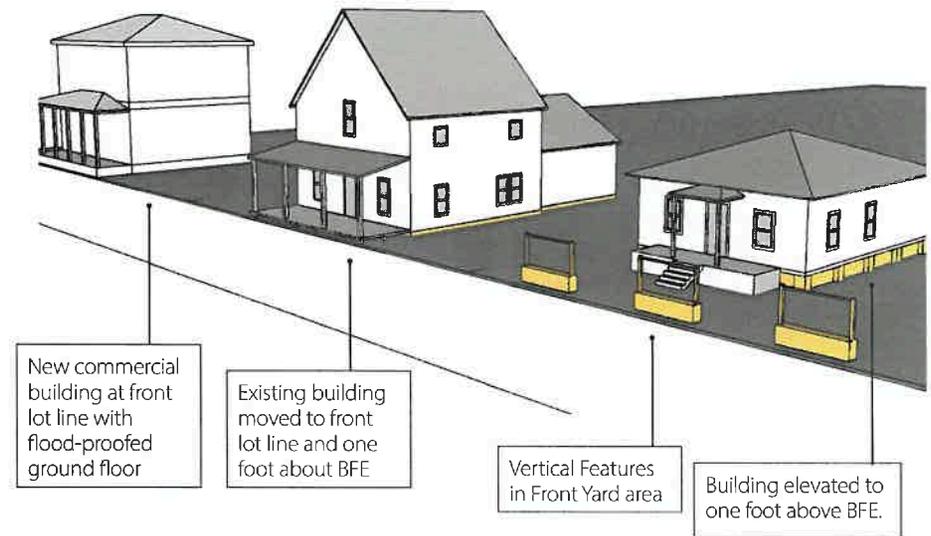
Table 2-21 – Historic Building Options		
Action	Requirement	Limitations and Qualifications
Rehabilitate, Remodel or Alter a Historic Building <i>See pages 36-41 of The Pattern Book</i>		
<ul style="list-style-type: none"> Alter or remodel a historic structure so that it complies with Chapter 12-040.090 Flood Plain Overlay. Move a historic structure to another location on the same site so that it complies with Chapter 12-040.090. Move a historic structure to another site within the PSWO so that it complies with Chapter 12-040.090. Add a substructure to lift the historic building out of the flood plain. 	Alterations and new construction shall comply with architectural design guidelines of the Pattern Book, which address: <ul style="list-style-type: none"> Building shape and projections (massing and composition) Roof shape Details, including eaves, windows and doors, and porches Materials 	(1) Permitted without Historic Resource Review Commission (HRRC) approval as long as alterations or new construction meet standards set out in Pattern Book. (2) Minor projects, as defined in the HRRC Minor Project Review Standards, shall be reviewed by staff.
<ul style="list-style-type: none"> Relocate a historic structure to a site not within the PSWO. 	–	Requires Historic Resource Review Commission (HRRC) approval.
<ul style="list-style-type: none"> Demolish a historic structure 	–	
New Construction		
<ul style="list-style-type: none"> Build a new structure on a vacant site. 	New construction shall comply with Table 2-21 from Design Standards of this Chapter.	Permitted without HRRC approval.
<ul style="list-style-type: none"> Add a new structure to a site occupied by a historic structure. Attach a new structure to a historic building. 	New construction shall comply with Table 2-21 from Design Standards of this Chapter.	(1) Requires HRRC approval. (2) Minor projects, as defined in the HRRC Minor Project Review Standards, shall be reviewed by staff.



EXAMPLE 1: Existing structures not in compliance with flood plain requirements



EXAMPLE 2: Existing and new structures in compliance with flood plain requirements



Pine Street Victorians

Of the seven historic homes within the Pine Street Waterfront Overlay, five of them face the Pine Street Multi-Use Path and two front Douglas Avenue. All of these are Victorian style, with the exception of the Lane House, which was built decades earlier and is Greek Revival.

Pine Street has a mix of Queen Anne, Italianate, and Vernacular styles, which are all part of the larger umbrella of Victorian style, a period of architecture in the latter half of the 19th century. The country as a whole, and cities in particular, experienced a period of intense growth in industrial development. This meant that building materials were beginning to be mass-produced and, as a result, lighter wood was employed rather than heavy timber framing. This allowed builders more freedom in the form of the house, creating more organic shapes, overhangs, and curved forms. In addition to more complex building forms, the style could also be affordably applied to simple rectangular cottages, through the use of ornamental wood elements. In its boldest expression, Victorian-style buildings are eclectic, with different patterning and asymmetrical shapes such as towers and other embellishments. The existing historic homes on Pine Street are of a more modest interpretation of the style and share steeply pitched gable roofs or lower-profile hipped roofs and ornamental wood work.



534 SE Douglas
1895. Style: Queen Anne.

ESSENTIAL ELEMENTS OF HISTORIC HOMES

- Steeply pitched gable roofs or lower profile hipped roofs
- Boxed eaves and frieze boards
- Cut wood ornaments, including brackets and spindle work, patterned shingles and dentils
- Wood clapboard siding
- Vertical proportions for windows
- Double hung windows
- Doors with sidelights and transoms
- Bay windows
- Porches with hipped roofs



280 SE Pine
1900. Style: Not listed.



292 SE Pine (Farquar House)
1875. Style: Vernacular.



320 SE Pine
1890. Style: Italianate.



544 SE Douglas (Lane House)
1853-54 (1866). Style: Greek Revival.



270 SE Pine
1906. Style: Queen Anne, Vernacular.



340 SE Pine
1895. Style: Not listed.

The images above and on the previous page represent the seven historic homes in the Overlay. With the exception of the Lane House—which is on the National Historic Registry—the six other properties are part of the Roseburg Cultural and Historical Resources Inventory. Information about building style and year of construction was gathered from this inventory.

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Patterns

IN THIS SECTION

- » Flex Zone Bulbouts
- » Site Design
- » Front Yard
- » Vertical Features
- » Building Shape
- » Porches
- » Lighting



Flex Zone Bulbouts

Bulbouts are marked areas on the Pine Street Multi-Use Path that are dedicated for use by parked cars, bicycle parking, cafe seating, landscaping, and other permitted uses. Bulbouts provide traffic calming through an alternating pattern and are located between the Pine Street Edge and the Railroad Edge. Property owners have the flexibility to determine what their Bulbouts will be used for within the list of permitted activities.

Figure 2-20

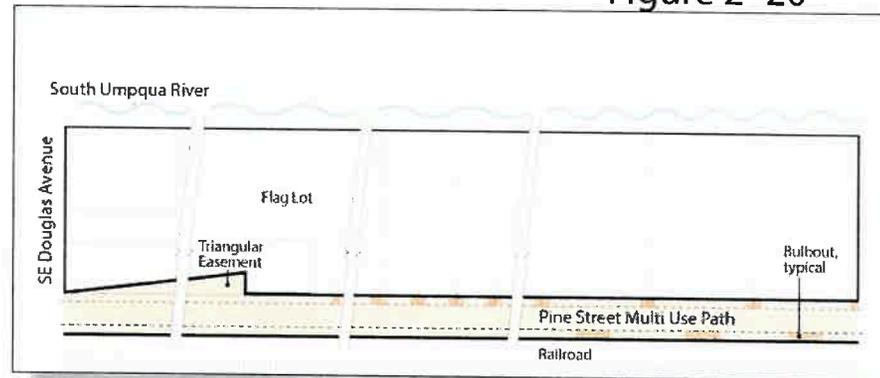
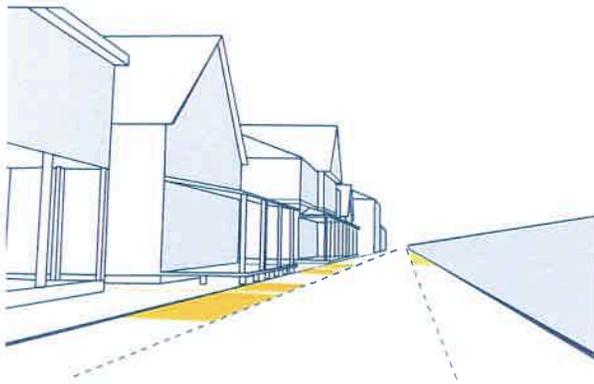


Table 2-17

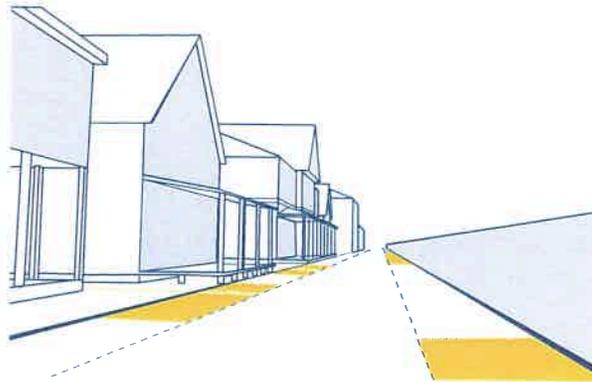
Table 2-17 – Pine Street Multi-Use Path Standards		
Requirement	Standard	Limitations & Qualifications
Pine Street		
a) Minimum required width	29 feet	(1) Width is measured from the existing railroad fence on the east edge of Pine Street.
b) Access dedication width	Varies based on property distance from railroad edge	(1) Required for each Pine Street-facing property. (2) To provide the required width of 27 feet, a dedication shall be required from each property. (3) Exempt from this standard are properties facing SE Douglas Avenue.
Through Zone		
c) Width, minimum	20 feet	(1) 28-foot inside radius required, per Oregon Fire Code. (2) Item (e) in Figure 2-21 Multi-Use Path Plan Diagram.
d) Clear height, minimum	13 feet, 6 inches	(1) For overhead banners or lighting, and vegetation (tree branches).
e) Surface materials		(1) Constructed of an asphalt, concrete or other approved driving surface capable of supporting the imposed load of apparatus weighing at least 60,000 pounds, per the Oregon Fire Code.
Flex Zone, General Bulbout See Pages 20-23 of <i>The Pattern Book</i>		
f) Permitted		(1) Parallel vehicle parking, bicycle parking, landscaping, outdoor tables and seating, permanent and temporary signage, lighting, and temporary / or daytime-only retail displays. (2) Fire hydrants may be installed in bulbouts where required by the Fire Marshal.
g) Surface materials		(1) Permitted materials include pavers, brick, flagstone, scored concrete, compacted crushed rock, wood deck, wood boardwalk. (2) An Accessible route with paving materials meeting current ADA standards shall be provided.
Flex Zone, Property-Adjacent Bulbout		
h) Width	9 feet	(1) Width is measured perpendicular to Pine Street Edge. See Figure 2-21 Multi-Use Path Plan Diagram.
i) Length, minimum	5 feet	(1) Length is measured parallel to Pine Street Edge. (2) Item (f) in Figure 2-21 Multi-Use Path Plan Diagram.
j) Clear height, minimum	13 feet, 6 inches	(1) For overhead banners or lighting, and vegetation (tree branches).
k) Location	Required for each parcel, adjacent to	(1) Flag lots are exempt. (2) Shall abut the Front Lot Line.

Table 2-18

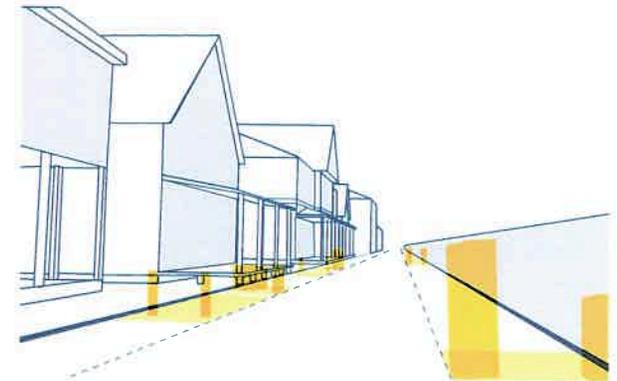
Table 2-18 – Vertical Features and Landscaping Standards		
Requirement	Standard	Limitations & Qualifications
Universal Standards See Pages 32-35 of <i>The Pattern Book</i>		
a) Applicability		(1) Applies to Front Yards and Flex Zone Bulbouts.
b) Required vertical features		(1) Shall include furnishings, vertical landscaping, trees, or a low free-standing wall or fence that provide visual and physical separation of the Flex Zone and Front Yard from the Through Zone.
c) Height, minimum	24 inches	
d) Height, maximum		(1) Vertical features (including trees and vegetation) must not encroach on the Through Zone below 13'-6" height.
e) Location		(1) A minimum of one vertical feature is required at each corner of the Flex Zone, set back no more than one foot from the edge of the Flex Zone. (2) Except where a bulbout abuts the Front Yard Zone, the Pine Street Edge of the Front Yard must be defined by vertical features that are set back no more than 1 foot from the edge of the Through Zone.
f) Placement		(1) Vertical features may include a continuous edge or a series of at least two individual elements. (2) Gaps between the vertical features must not exceed 20 linear feet.
g) Furnishings		(1) Furnishings include, but are not limited to: ornamental bollards, bike racks (with required clear spaces), benches or other fixed seating, fixed tables, planters, ornamental boulders (e.g., basalt columns), sculptures, permanent signage, pergolas, banner poles, trellises, or light poles. (2) Movable tables and chairs and overhead string lights are permitted but do not fulfill the vertical feature requirement. (3) A projecting porch can count as a vertical feature to fulfill this requirement if it is within 5 feet of the Pine Street Edge.
h) Vertical landscaping		(1) Vertical landscaping includes, but is not limited to: trees, woody shrubs at least 24 inches tall, plants or trees in a pot or planter, or trellised vines. (2) Planted pots or planters must be at least 24 inches tall. (3) Trellised vines must be on a trellis at least 4 feet tall.



A property-adjacent Bulbout is required for each lot facing Pine Street.



Larger lots are required to have both property-adjacent Bulbouts and a railroad-adjacent Bulbout. The alternating pattern of Bulbouts calms automobile traffic, making the path safer and more comfortable for walking and biking.



Each Bulbout is required to have vertical elements, which helps to visually narrow the path. Vertical elements must be permanent and include bollards, landscaping, and other furnishings.

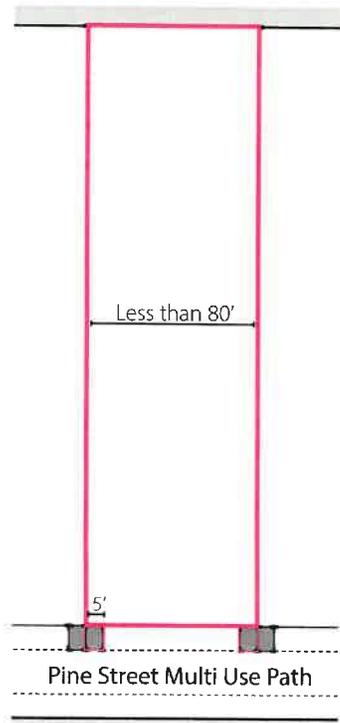
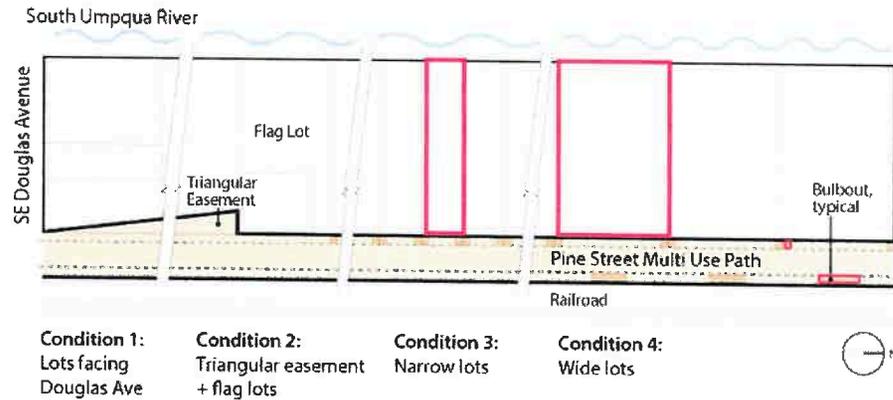
BULBOUT ESSENTIAL ELEMENTS

- Traffic calming design
- Alternating pattern along the path
- Vertical features required
- Emergency Response through access
- Property-owner flexibility
- Design and uses vary

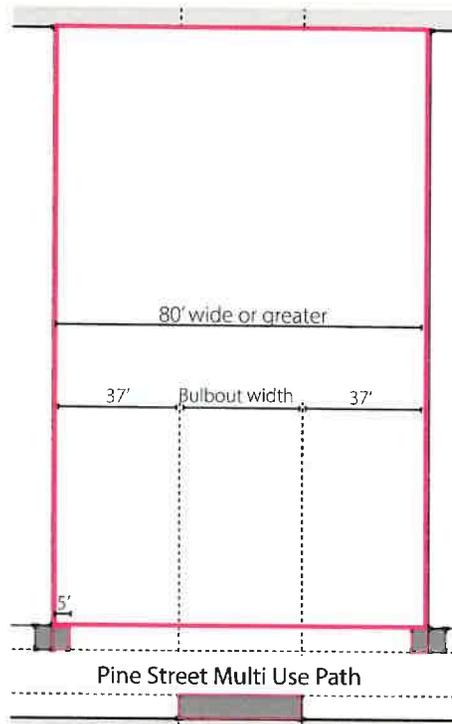
BULBOUTS

Bulbout Location and Size

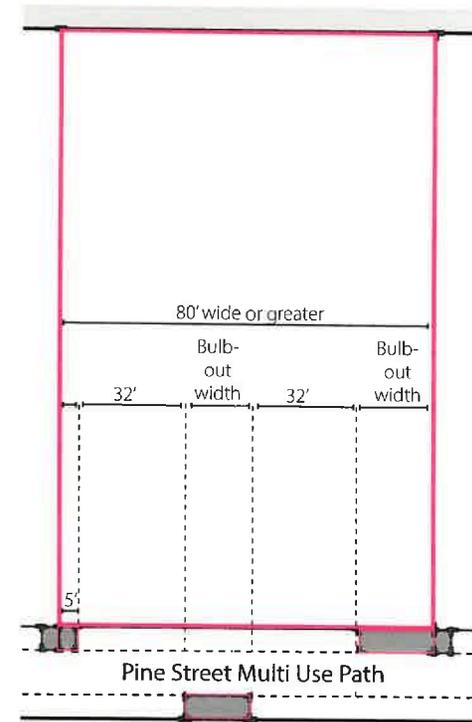
For lots facing Pine Street, there are two different conditions: lots 80 feet or wider (wide lots) and lots less than 80 feet (narrow lots). Each condition has a different approach to Bulbouts. Narrow lots only have property-adjacent Bulbouts because of emergency access needs. Wider lots will have both property and railroad-adjacent Bulbouts.



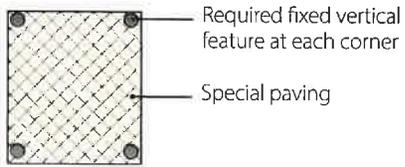
Lot Type 1
Lot width narrower than 80'



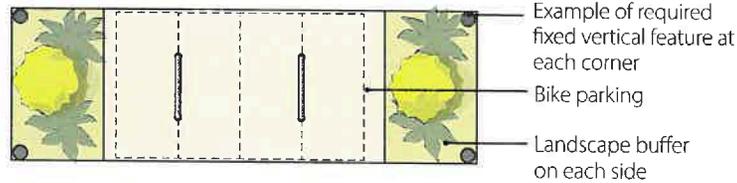
Lot Type 2
Lot width greater than 80'



Lot Type 3
Lot greater than 80' with option for larger property-adjacent Bulbouts



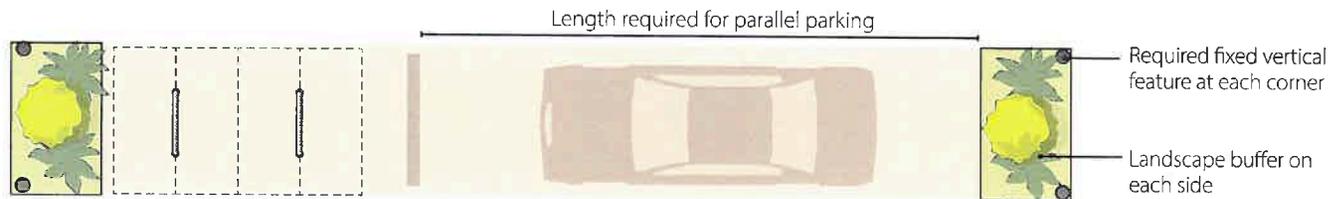
Bulbout Example 1: Less than 10'



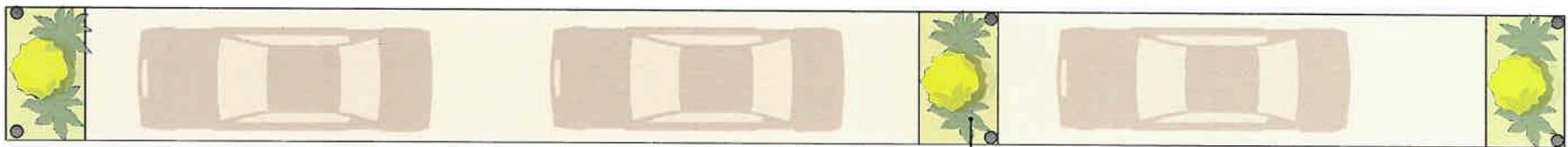
Bulbout Example 2: Less than 30'



Bulbout Example 3: Single parking space



Bulbout Example 4: Vehicle and Bicycle parking combined



Bulbout Example 5: Extra long

Bulbout Activities

Bulbout activities will depend in part on the size of the bulbout. For example, to fit a parked car, a bulbout will need to meet the minimum parallel parking length and landscape buffer requirements. Bike parking, landscaping and other furnishings can be accommodated in smaller areas. Property owners are responsible for maintenance of bulbout landscaping and furnishings.

Site Design

Table 2-19 Private Property Standards, from the Overlay, lists all of the standards related to private properties. This includes the area abutting the Flex Zone (called the Front Yard), all the way to the river.

New buildings or additions may encroach into the Front Yard only when they are fronted by a porch. Buildings on the Pine Street Multi-Use Path must face the path. If a lot is long and narrow, multiple buildings are permitted, provided an accessible pedestrian path reaches the entrance of the back building or buildings. The pedestrian path must meet ADA requirements. Existing buildings are permitted to encroach into the Front Yard or exceed the maximum setback.

In addition to setbacks, Table 2-19 sets standards for building massing and height, vehicle and bicycle parking, landscaping, buffering, and lighting.

The PSWO sections that are illustrated in this pattern include:

- » Table 2-18 –Vertical Features and Landscaping Standards, specifically
 - » Universal standards, and
 - » Additional Front Yard-specific standards
- » Table 2-19 – Private Property Standards
- » Table 2-20 – Architectural Standards, New Buildings and Alterations

Table 2-18

Table 2-18 –Vertical Features and Landscaping Standards		
Requirement	Standard	Limitations & Qualifications
Universal Standards See Pages 32-35 of The Pattern Book		
a) Applicability		(1) Applies to Front Yards and Flex Zone Bulbouts.
b) Required vertical features		(1) Shall include furnishings, vertical landscaping, trees, or a low free-standing wall or fence that provide visual and physical separation of the Flex Zone and Front Yard from the Through Zone.
c) Height, minimum	24 inches	
d) Height, maximum		(1) Vertical features (including trees and vegetation) must not encroach on the Through Zone below 13'-6" height.
e) Location		(1) A minimum of one vertical feature is required at each corner of the Flex Zone, set back no more than one foot from the edge of the Flex Zone. (2) Except where a bulbout abuts the Front Yard Zone, the Pine Street Edge of the Front Yard must be defined by vertical features that are set back no more than 1 foot from the edge of the Through Zone.
f) Placement		(1) Vertical features may include a continuous edge or a series of at least two individual elements. (2) Gaps between the vertical features must not exceed 20 linear feet.
g) Furnishings		(1) Furnishings include, but are not limited to: ornamental bollards, bike racks (with required clear spaces), benches or other fixed seating, fixed tables, planters, ornamental boulders (e.g., basalt columns), sculptures, permanent signage, pergolas, banner poles, trellises, or light poles. (2) Movable tables and chairs and overhead string lights are permitted but do not fulfill the vertical feature requirement. (3) A projecting porch can count as a vertical feature to fulfill this requirement if it is within 5 feet of the Pine Street Edge.
h) Vertical landscaping		(1) Vertical landscaping trees, woody shrubs, trees in a pot or planter. (2) Planted pots or planters. (3) Trellised vines must be supported by a structure.

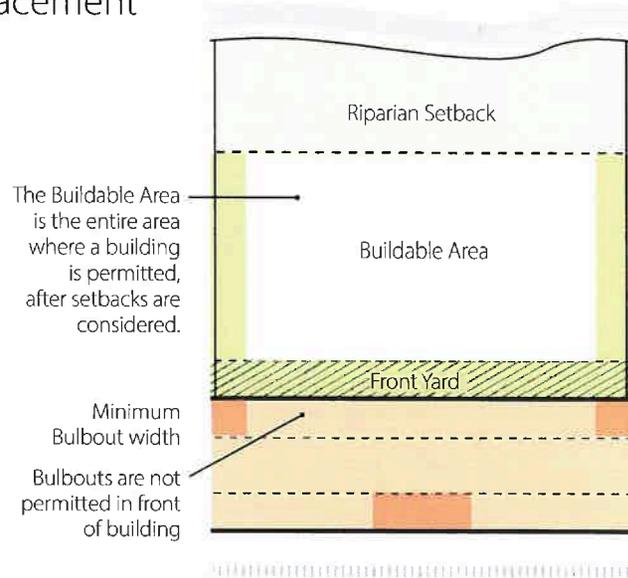
Table 2-19

Table 2-19 – Private Property Standards		
Requirement	Standard	Limitations & Qualifications
Applicability		
a) Existing buildings		(1) Unless stated otherwise, existing buildings are exempt from these standards.
b) Alterations to existing buildings		(1) Unless stated otherwise, these standards apply to alterations that exceed 30% of the square footage of the existing building.
Setbacks See Pages 24-27 of The Pattern Book		
c) From Pine Street Edge, minimum	0 feet	(1) New buildings or additions may encroach into the Front Yard only when they are fronted by a porch.
d) From Pine Street Edge, maximum	15 feet	(1) New buildings or additions may not exceed maximum setback.
e) From Riparian Rear Lot Line	0 feet	
f) Side	5 feet	
g) Existing buildings		(1) Existing buildings are permitted to encroach into the Front Yard or exceed the maximum setback.
h) Minimum distance between buildings	10 feet	
Buildable Area See Pages 24-27 of The Pattern Book		
i) Maximum percentage	70%	(1) Maximum buildable area applies to the lot area after the area for the Front Yard, Side Yards, and the Riparian Setback are deducted and, if required, Through Connection links rear buildings to Pine Street.
j) Multiple buildings		(1) When multiple buildings occupy a lot, a Through Connection is required to connect them to Pine Street. (2) The Through Connection must meet accessible route(s) with paving materials meeting standards. (3) The Through Connection must be a minimum of 4 feet wide for a single building.

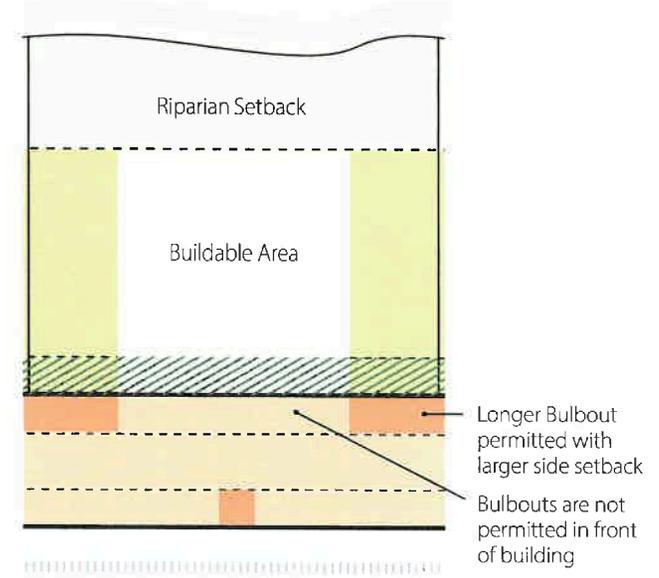
Table 2-20

Table 2-20 – Architectural Standards, New Buildings and Alterations			
Requirement	Standard	Standard	Limitations & Qualifications
Applicability			
a) Existing buildings			Unless stated otherwise, existing buildings are exempt from these standards.
b) Alterations to existing buildings			Unless stated otherwise, these standards apply to alterations and change in use.
Front Porch See pages 42-45 of The Pattern Book			
c) Front Porch	Required	–	(1) Exempt from this standard are properties facing SE Douglas Avenue.
c) Minimum width	15 feet	–	(2) An attached porch may count toward the minimum paved area. See Table 2-18 Vertical Features and Landscaping Standards.
d) Minimum depth	8 feet	–	(3) The porch may be recessed or projecting.
Ground Floor See pages 42-45 of The Pattern Book			
e) Ground floor windows	60%	50%	(1) Applies to linear feet of façade
f) Primary building entrance	Required	Required	(1) Required for each building façade facing Pine Street. (2) Shall be located on the Pine Street façade or facing a required Through Connection. (3) Shall be directly connected to Pine Street.
g) Weather protection	Required	–	(1) Required at primary building entrance. (2) Building shall provide awning or canopy 40 square feet minimum, 4 feet minimum depth from face of façade. (3) A covered porch at the primary entrance can count towards this standard.

Setbacks and Building Placement



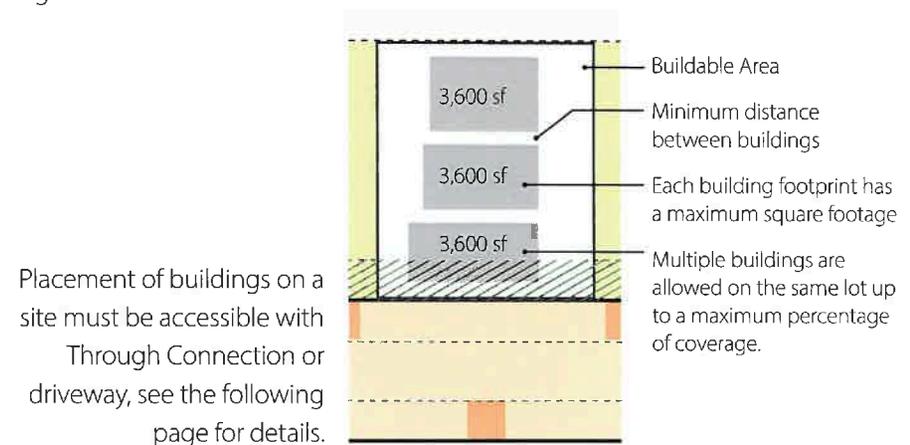
Buildings must be within the minimum side setbacks. The area in front of a building needs to remain clear and no bulbouts are permitted directly in front of a building.



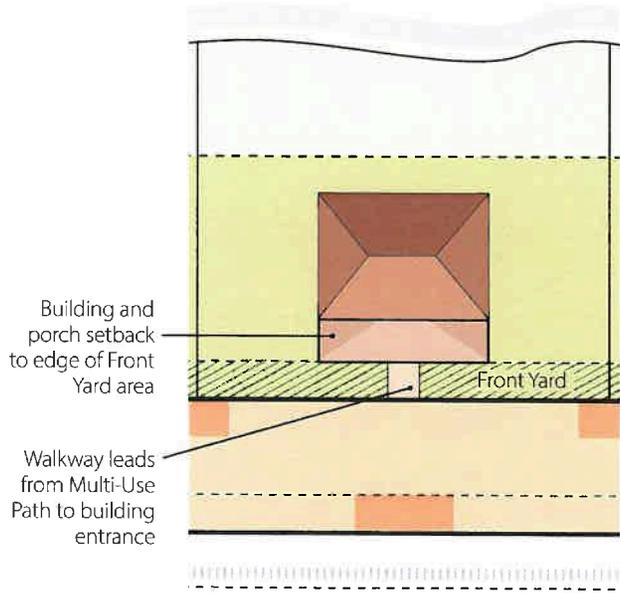
Where a larger side setback exists, larger property-adjacent bulbouts are permitted as long as the required clear Through Zone is maintained.

SITE DESIGN ESSENTIAL ELEMENTS

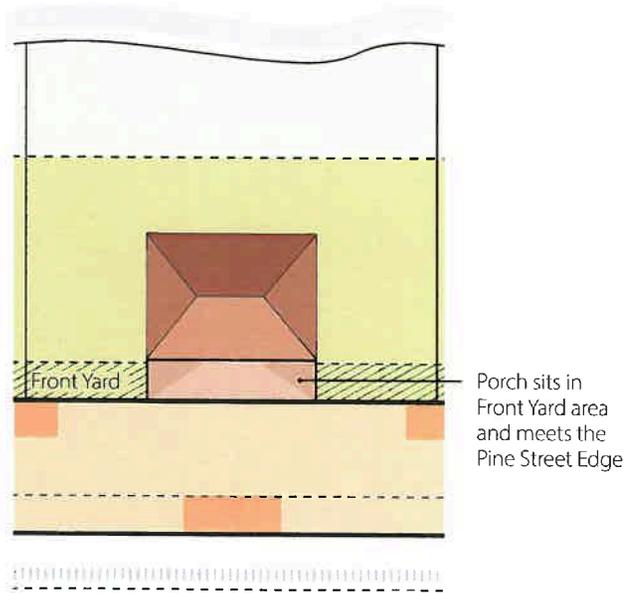
- Buildings face Pine Street or a Through Connection
- Landscaping and paving required in front setback
- Porches may encroach into Front Yard
- Multiple buildings are permitted on lot
- Bulbouts not permitted in front of buildings
- Emergency access to buildings is preserved



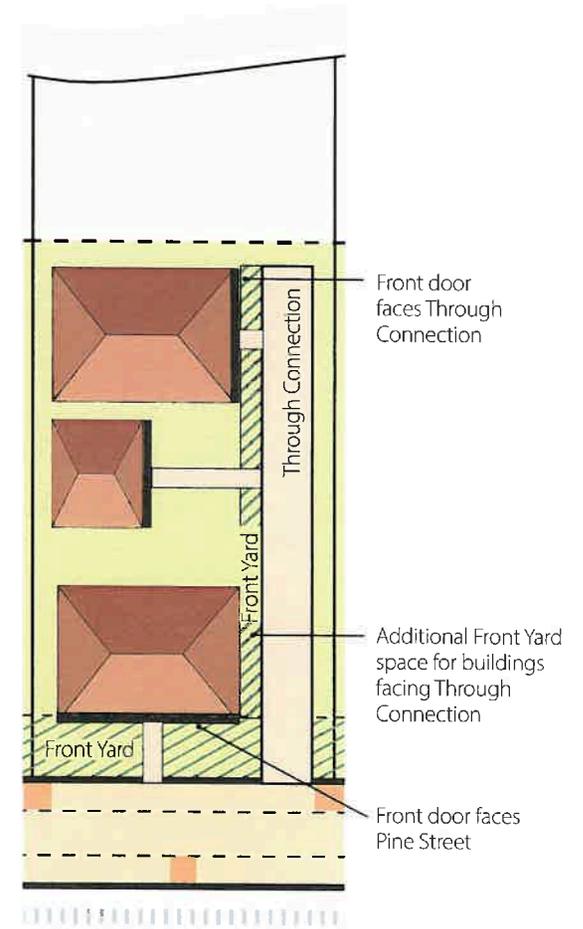
Building Orientation



Buildings can be set back to the edge of the Front Yard area.



Building porches can occupy the Front Yard area and come directly to the Pine Street Edge.

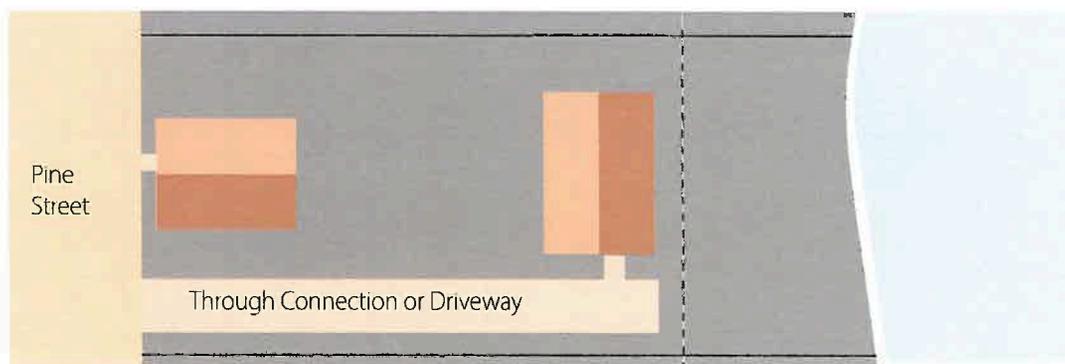
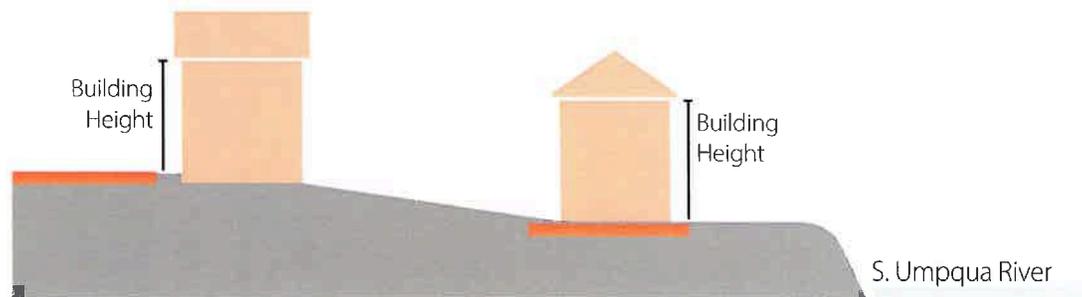


For deep lots, buildings are permitted behind the Pine Street-facing building. A Through Connection, pathways to the front door, and additional Front Yard space are required.

Building Height

Building height is measured to the highest roof surface, which is determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

Building height is a maximum of 30 feet and limited to 3 stories. See pages 38-39 of this document for more detail.

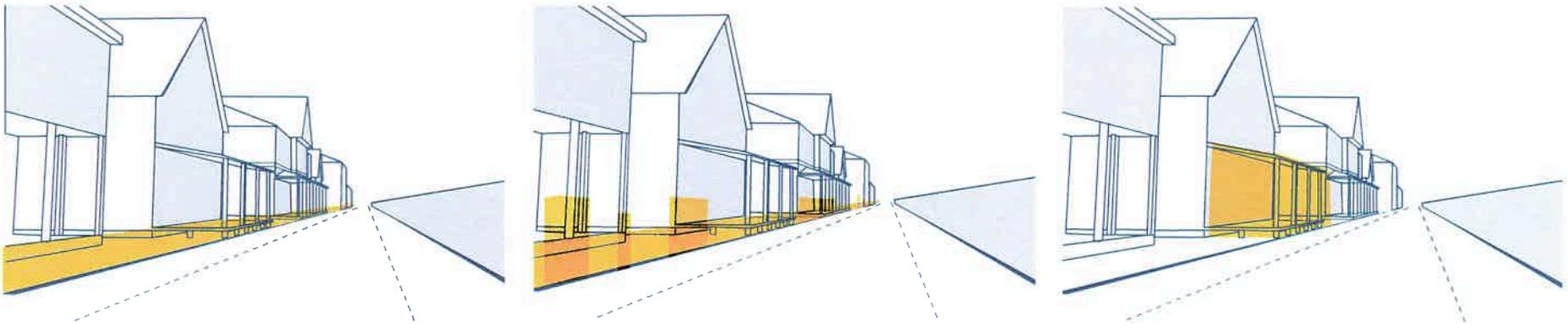


Front Yard

The Front Yard Zone is a continuous area adjacent to the Pine Street Edge. The Front Yard provides a welcoming place and is reserved for semi-public activities. Porches are considered part of this zone.

Table 2-19

Table 2-19 – Private Property Standards		
Requirement	Standard	Limitations & Qualifications
Building Height		
i) Maximum height	30 feet	(1) Measured to the highest roof surface. (2) The highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. (3) Additional height shall be negotiated with Fire Marshall and Fire Chief.
m) Maximum number of stories	3	(1) Per 12.02.090 Definitions, a Story is defined as "that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling above."
n) Maximum height of a story	15 feet	
o) Roof pitch		(1) Buildings shall have a pitched roof, with a slope of at least a nominal 8 feet in height for each 12 feet in width. (2) Porches are exempt from this standard.
Front Yard <i>See Pages 28-31 of The Pattern Book</i>		
p) Minimum depth	15 feet	(1) 5 feet minimum Front Yard depth where a building faces a Through Connection.
q) Required width	Width of lot	
r) Clear height, minimum	10 feet	(1) For overhead banners, lighting, and vegetation.
s) Paved area, minimum	25%	
t) Landscaped area, minimum	25%	(1) Required landscaping shall comply with standards in Table 2-18 Vertical Features and Landscaping Standards. (2) The minimum landscaped area shall be a minimum of 90% covered by shrubs (including ornamental grasses) or groundcover plants within 3 years. (3) Lawn and open areas of bark mulch are not allowed in required landscaped areas.
u) Permitted		(1) Bicycle parking, landscaping, outdoor tables and seating, permanent and temporary signage, light, and temporary / or daytime-only retail displays.



The Front Yard is the space between the Pine Street Edge and the Private Development Zone.

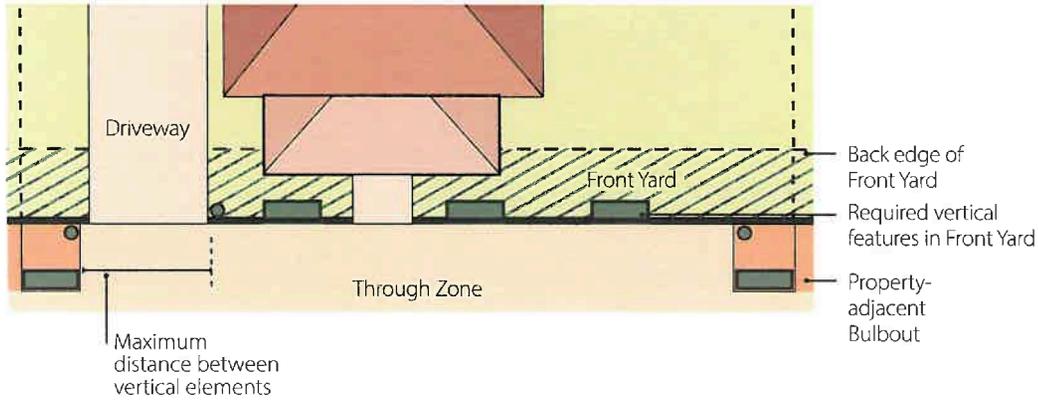
Vertical elements are required in the Front Yard. These elements are intended to create a visual edge that both defines the private space and invites people in.

Porches fulfill the vertical features requirement and percentage of paved area.

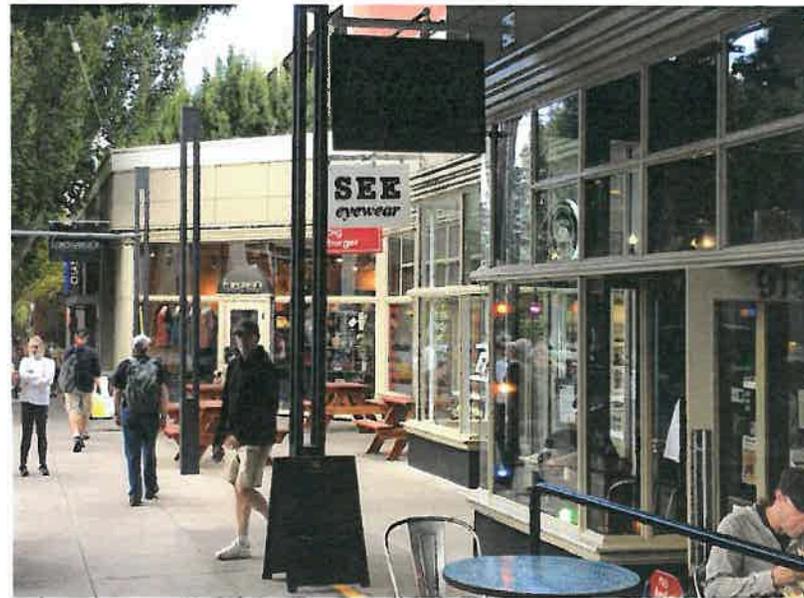
ESSENTIAL ELEMENTS

- Welcoming character
- Functional space for uses
- Activities permitted: bicycle parking, driveway, landscaping, outdoor tables and seating, signage, and retail displays
- Porches are allowed in the Front Yard space
- Vertical features create an edge

FRONT YARD



The Front Yard may be paved with pavers, brick, flagstone, scored concrete, compacted crushed rock, wood deck, or a wood boardwalk. Porches may count toward the minimum paved area. The porch may be incorporated into a building or treated as an attachment to a building.



Vertical features in the Front Yard include furnishings, vertical landscaping, or low free-standing wall or fence that provides visual and physical separation of the Flex Zone and Front Yard from the Through Zone.



Front Yard paving and furnishings. Different paving materials clearly mark the Multi-Use Path through zone from the Front Yard. The stormwater planter and tree plantings in the center provide space for sitting and bring in natural shade. Other areas are defined by tables, umbrellas, and bollards.

Vertical Features

The vertical features help to protect pedestrians and cyclists by creating barriers for cars while allowing pedestrians the freedom to move throughout all zones. Vertical features help differentiate the zones along the multi-use path, including the Front Yard, property-adjacent and railroad-adjacent Bulbouts, and the Through Zone. The required vertical features create a visual barrier for drivers, which slows traffic and makes a safer multi-use path for all users.

To increase visibility of the bulbouts, vertical elements must be taller and more prominent than those in the Front Yard Zone. Elements in the Front Yard Zone are required to be close to the edge of the front yard, creating consistency along front yards and further defining the Pine Street Edge.

Vertical features include furnishings, vertical landscaping, and low walls and fences. Many different elements fulfill the vertical features requirement, providing flexibility for property owners. Besides protecting pedestrians and inviting sitting, dining, and social interaction, vertical features provide visual personality. While the overall character of Pine Street is expected to be eclectic, it is desirable to select vertical features with the same visual personality for limited areas, such as one Bulbout or Front Yard, where several features are clustered together.

It is up to property owners to select their own vertical features.

Table 2-18

Table 2-18 – Vertical Features and Landscaping Standards		
Requirement	Standard	Limitations & Qualifications
Universal Standards See Pages 32-35 of The Pattern Book		
a) Applicability		(1) Applies to Front Yards and Flex Zone Bulbouts.
b) Required vertical features		(1) Shall include furnishings, vertical landscaping, trees, or a low free-standing wall or fence that provide visual and physical separation of the Flex Zone and Front Yard from the Through Zone.
c) Height, minimum	24 inches	
d) Height, maximum		(1) Vertical features (including trees and vegetation) must not encroach on the Through Zone below 13'-6" height.
e) Location		(1) A minimum of one vertical feature is required at each corner of the Flex Zone, set back no more than one foot from the edge of the Flex Zone. (2) Except where a bulbout abuts the Front Yard Zone, the Pine Street Edge of the Front Yard must be defined by vertical features that are set back no more than 1 foot from the edge of the Through Zone.
f) Placement		(1) Vertical features may include a continuous edge or a series of at least two individual elements. (2) Gaps between the vertical features must not exceed 20 linear feet.
g) Furnishings		(1) Furnishings include, but are not limited to: ornamental bollards, bike racks (with required clear spaces), benches or other fixed seating, fixed tables, planters, ornamental boulders (e.g., basalt columns), sculptures, permanent signage, pergolas, banner poles, trellises, or light poles. (2) Movable tables and chairs and overhead string lights are permitted but do not fulfill the vertical feature requirement. (3) A projecting porch can count as a vertical feature to fulfill this requirement if it is within 5 feet of the Pine Street Edge.
h) Vertical landscaping		(1) Vertical landscaping includes, but is not limited to: trees, woody shrubs at least 24 inches tall, plants or trees in a pot or planter, or trellised vines. (2) Planted pots or planters must be at least 24 inches tall. (3) Trellised vines must be on a trellis at least 4 feet tall.

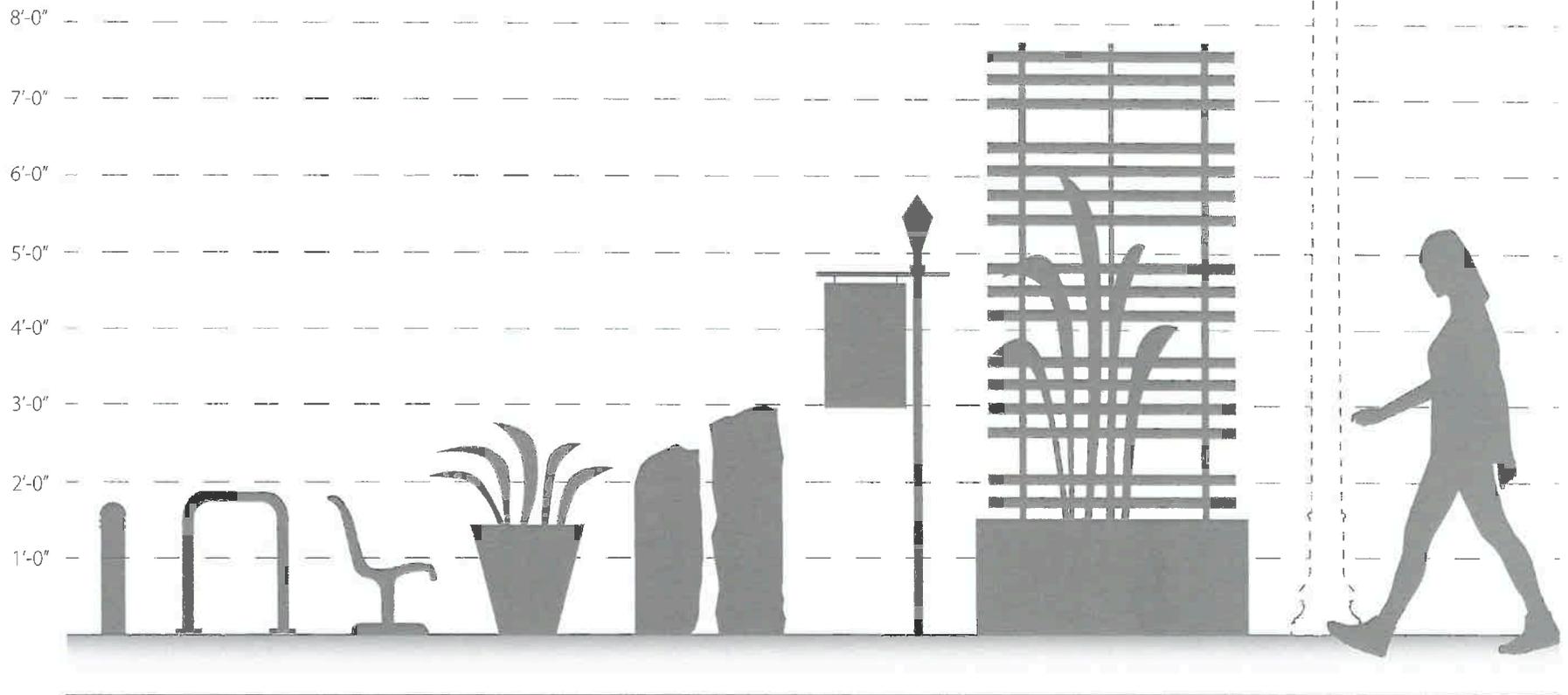
Furnishings

VERTICAL FEATURES ESSENTIAL ELEMENTS

- People have priority
- Vertical features protect pedestrians
- Higher vertical features for the bulbouts
- Heights are calibrated for safety

A typical street light is included for scale and is not part of the vertical features list. If Pine Street develops as a unified build-out, as described on page 11, street lights may be installed at the same time.

VERTICAL FEATURES



VERTICAL FEATURES

Furniture Suites

The furniture suites show how vertical features can be selected and grouped to provide a single unified personality for each Bulbout, Front Yard, or property frontage. It is recommended that property owners draw from one of the suggested furniture suites, rather than multiple suites.



Contemporary Furniture Suite. Clean lines and modern forms in a variety of materials.



Traditional Furniture Suite. Classic forms with an emphasis on dark-colored materials and decorative details.



Furniture Suites



Rustic Furniture Suite. Emphasizing raw wood, natural shapes and warm tones.



Fanciful Furniture Suite. Bold artistic forms create an eclectic character.



Building Shape

Typical patterns that can be found in the Pine District are represented in massing diagrams on the following page. They show the simple forms and variations from the simple form, including elements such as porches, dormers, and wings.

Classic façade composition is characterized by symmetrical and balanced placement of doors and windows. Windows most often occur in singles or in pairs and are vertically oriented. Entrance doors are generally located in the center of the façade.

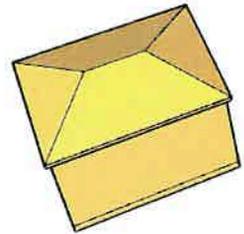
Building shapes for new construction on Pine Street will have similar house-like scale and the form of historic buildings.

Table 2-19

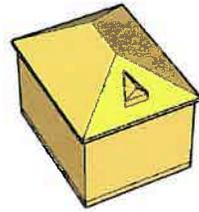
Table 2-19 – Private Property Standards		
Requirement	Standard	Limitations & Qualifications
Applicability		
a) Existing buildings		(1) Unless stated otherwise, existing buildings are exempt from these standards.
b) Alterations to existing buildings		(1) Unless stated otherwise, these standards apply to alterations that exceed 30% of the square footage of the existing building.
Setbacks See Pages 24-27 of The Pattern Book		
c) From Pine Street Edge, minimum	0 feet	(1) New buildings or additions may encroach into the Front Yard only when they are fronted by a porch.
d) From Pine Street Edge, maximum	15 feet	(1) New buildings or additions may not exceed maximum setback.
e) From Riparian Rear Lot Line	0 feet	
f) Side	5 feet	
g) Existing buildings		(1) Existing buildings are permitted to encroach into the Front Yard or exceed the maximum setback.
h) Minimum distance between buildings	10 feet	
Buildable Area See Pages 24-27 of The Pattern Book		
i) Maximum percentage	70%	(1) Maximum buildable area applies to the lot area after the area for the Front Yard, Side Yards, and the Riparian Setback are deducted and, if required, Through Connection links rear buildings to Pine Street.
j) Multiple buildings		(1) When multiple buildings occupy a lot, a Through Connection is required to connect them to Pine Street. (2) The Through Connection must meet standards for accessible route(s) with appropriate paving materials meeting current ADA standards. (1) Maximum footprint for a single building.

Table 2-20

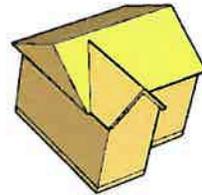
Table 2-20 – Architectural Standards, New Buildings and Alterations			
Requirement	Standard		Limitations & Qualifications
	Pine Street Edge or SE Douglas Avenue	Required Through Connection and Riparian Edge	
Applicability			
a) Existing buildings	Unless stated otherwise, existing buildings are exempt from these standards.		
b) Alterations to existing buildings	Unless stated otherwise, these standards apply to alterations and change in use.		
Front Porch See pages 42-45 of The Pattern Book			
c) Front Porch	Required	-	(1) Exempt from this standard are properties facing SE Douglas Avenue.
c) Minimum width	15 feet	-	(2) An attached porch may count toward the minimum paved area. See Table 2-18 Vertical Features and Landscaping Standards.
d) Minimum depth	8 feet	-	(3) The porch may be recessed or projecting.
Ground Floor See pages 42-45 of The Pattern Book			
e) Ground floor windows	60%	50%	(1) Applies to linear feet of façade
f) Primary building entrance	Required	Required	(1) Required for each building façade facing Pine Street. (2) Shall be located on the Pine Street façade or facing a required Through Connection. (3) Shall be directly connected to Pine Street.
g) Weather protection	Required	-	(1) Required at primary building entrance. (2) Building shall provide awning or canopy 40 square feet minimum, 4 feet minimum depth from face of façade. (3) A covered porch at the primary entrance can count towards this standard.



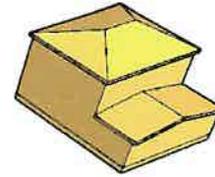
2-story basic



2-story front hip gable



2-story L-shape

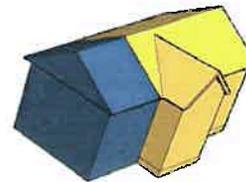
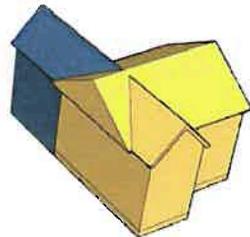
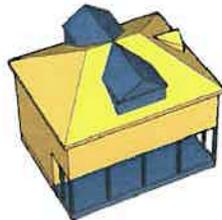
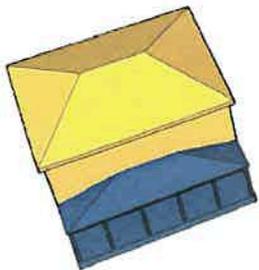


2-story basic with add-on

ESSENTIAL ELEMENTS

- Victorian-compatible
- House-like scale and character
- 2-story
- Porches integral to building shape
- Accommodates emergency response
- Steeply sloped roofs

Possible Massing Variations



Possible massing variations include projecting hip-roofed single-story porches, recessed porches, dormers, rear and side wings.

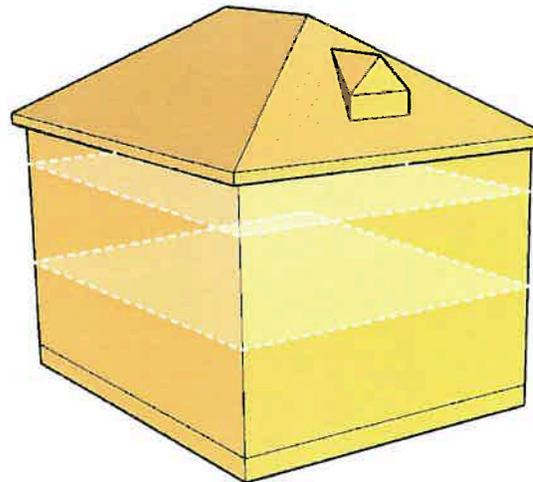
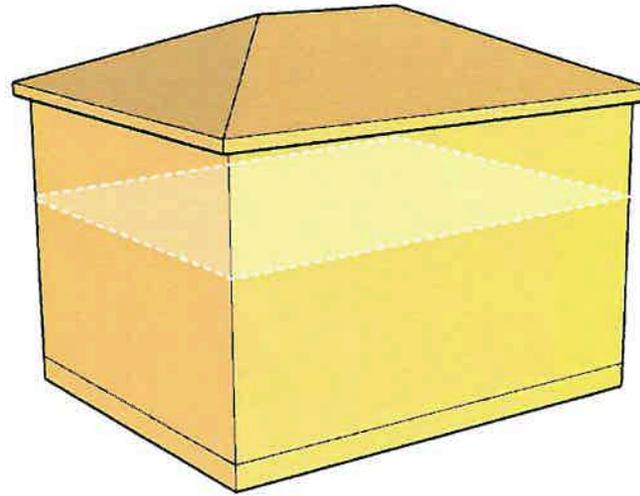
BUILDING SHAPE

Scale, Height and Building Footprint

The PSWO permits a maximum building height of 30 feet and a maximum of 3 stories.

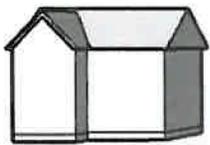
Multiple buildings are permitted on a single site and a maximum building footprint of 3,600 square feet is allowed per building. These requirements help maintain a small-scale character consistent with the vision for Pine Street.

For details on how building height is measured, see page 27 of this document. For details on multiple buildings on a single lot, see pages 25-26 of this document.



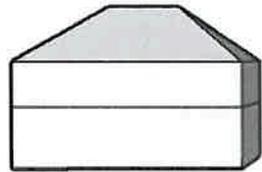
Stories and scale. While 3 stories are permitted in the PSWO, greater floor-to-floor height creates welcoming spaces that are appropriate for commercial areas. Floor-to-floor height means the distance from the top of one floor to the top of the next floor up. Victorian homes typically have a 12- to 15-foot floor-to-floor height.

Typical 2 story
Victorian



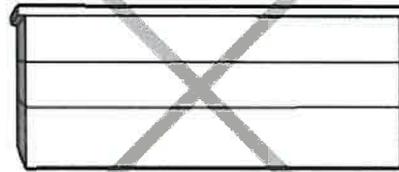
Existing building
shapes.

2 story
3,600 sf footprint
7,200 sf total



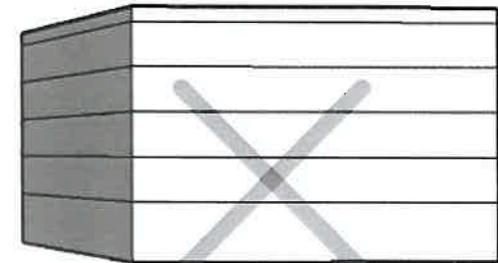
3,600 sq. ft. buildings
permitted.

3 story
10,000 sf footprint
30,000 sf total

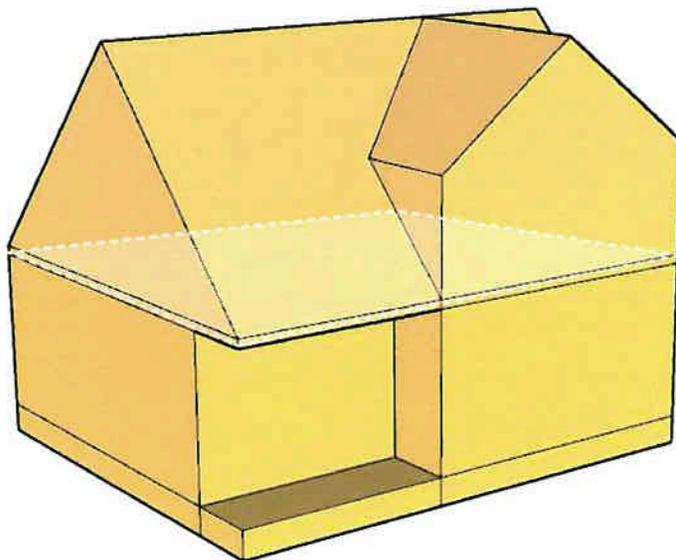


Large-scale flat-roofed buildings are
out of character with the PSWO.

5 story
10,000 sf footprint
50,000 sf total



Large-scale flat-roofed buildings are
not permitted.



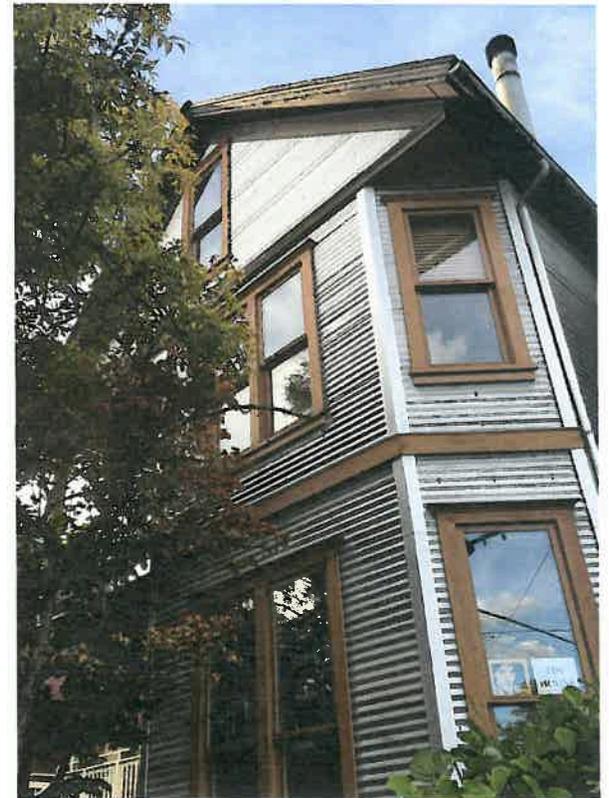
Recommended. Second story
begins at the eave, leaving ample
floor-to-floor heights with 2-stories,
maintaining the house-like shape
that is compatible with historic
Victorian forms.



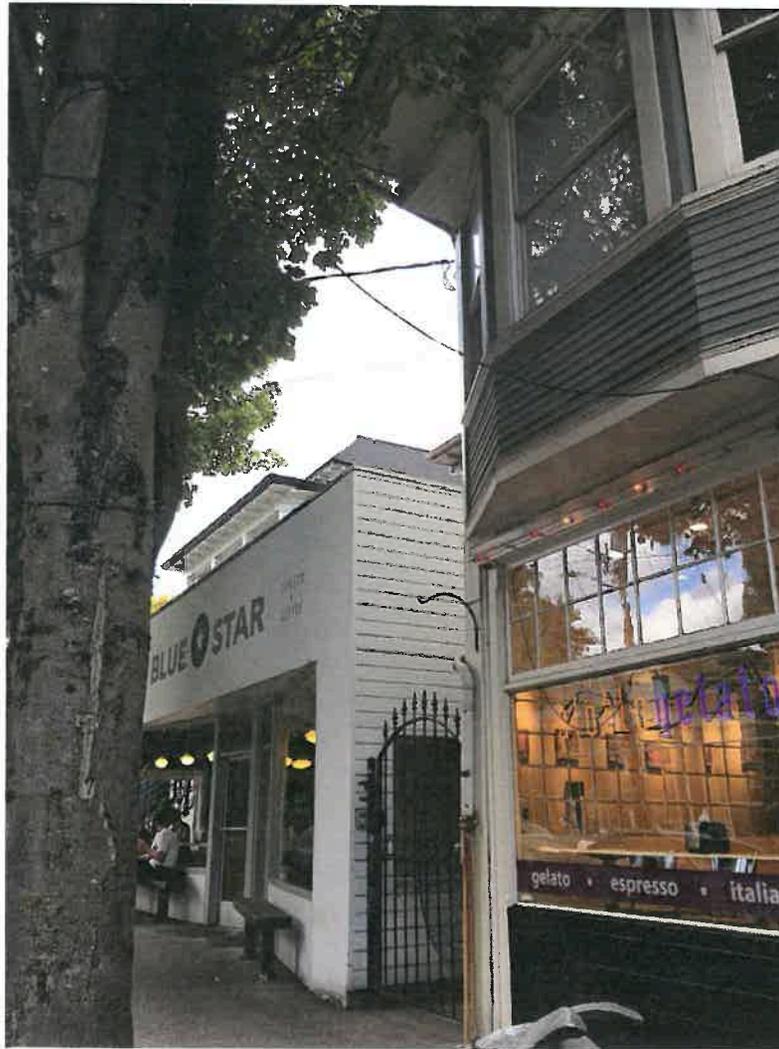
BUILDING SHAPE



Victorian massing variations. A projecting porch as a retail entry.



Alterations in contemporary materials. Alterations to a Victorian may be carried out with modern materials.



Additions. Massing of new buildings or additions should be consistent with the scale of the Victorian buildings.

Porches

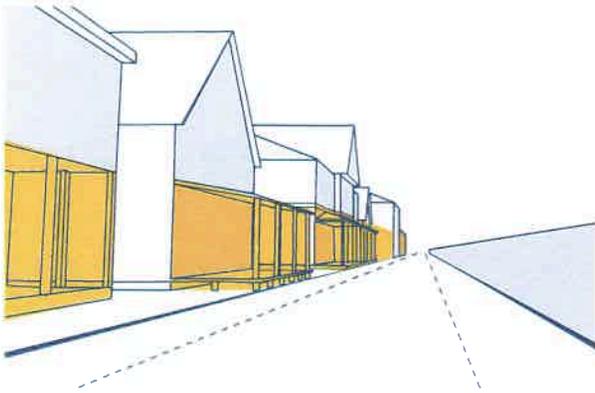
Porches serve a number of functions and are characteristic of many of the buildings on Pine Street. They can act as a transitional space between the public and private realms, they provide weather protection, and are visually interesting for people walking or biking by. They can also serve to announce the presence of a business with outdoor dining tables or merchandise on the porch, which remains both protected from the elements and visible.

Both recessed and projecting porches are found on Pine Street. Recessed porches are housed within the basic form of the building, while projecting porches protrude out from the basic form. Projecting porches commonly have a hipped-roof shape, matching the main roof structure.

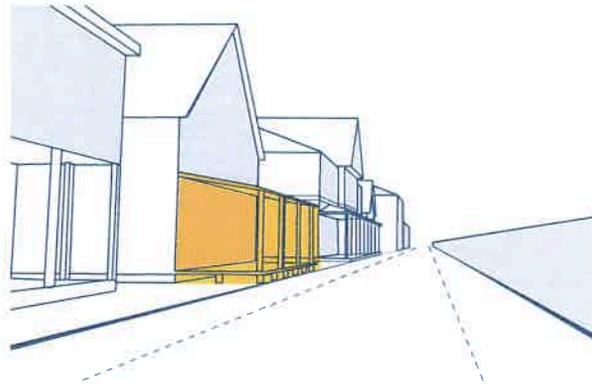
Porches often span the entire width of the front façade, making them a prominent feature of the buildings and of the district.

Table 2-20

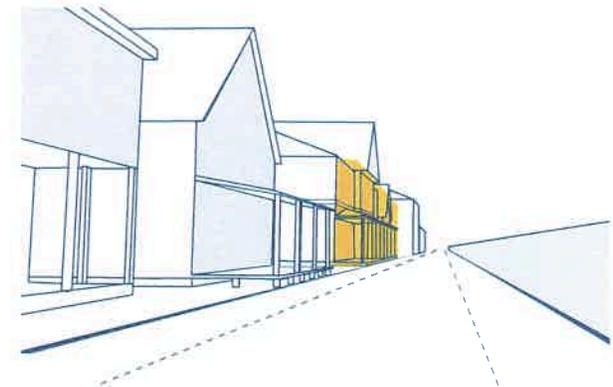
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Front Porch <i>See pages 42-45 of The Pattern Book</i>			
c) Front Porch	Required	–	(1) Exempt from this standard are properties facing SE Douglas Avenue.
c) Minimum width	15 feet	–	(2) An attached porch may count toward the minimum paved area. See Table 2-18 Vertical Features and Landscaping Standards. (3) The porch may be recessed or projecting.
d) Minimum depth	8 feet	–	
Ground Floor <i>See pages 42-45 of The Pattern Book</i>			
e) Ground floor windows	60%	50%	(1) Applies to linear feet of façade
f) Primary building entrance	Required	Required	(1) Required for each building façade facing Pine Street. (2) Shall be located on the Pine Street façade or facing a required Through Connection. (3) Shall be directly connected to Pine Street.
g) Weather protection	Required	–	(1) Required at primary building entrance. (2) Building shall provide awning or canopy 40 square feet minimum, 4 feet minimum depth from face of façade. (3) A covered porch at the primary entrance can count towards this standard.



Every building within the Pine Street Waterfront Overlay needs a porch.



Porches are permitted in the Front Yard area and fulfill the vertical features requirement.

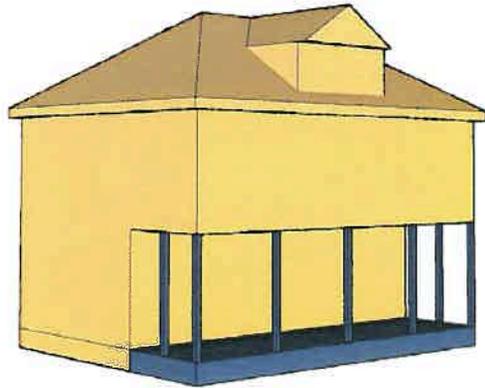


Porches may be single or double height and may be recessed or projecting.

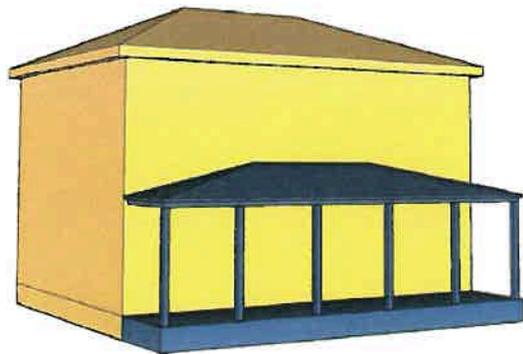
ESSENTIAL ELEMENTS

- Required for each building
- Face Pine Street Multi-Use Path
- Inviting
- Semi-public space for dining, socializing, or displaying merchandise

PORCHES



Recessed porch

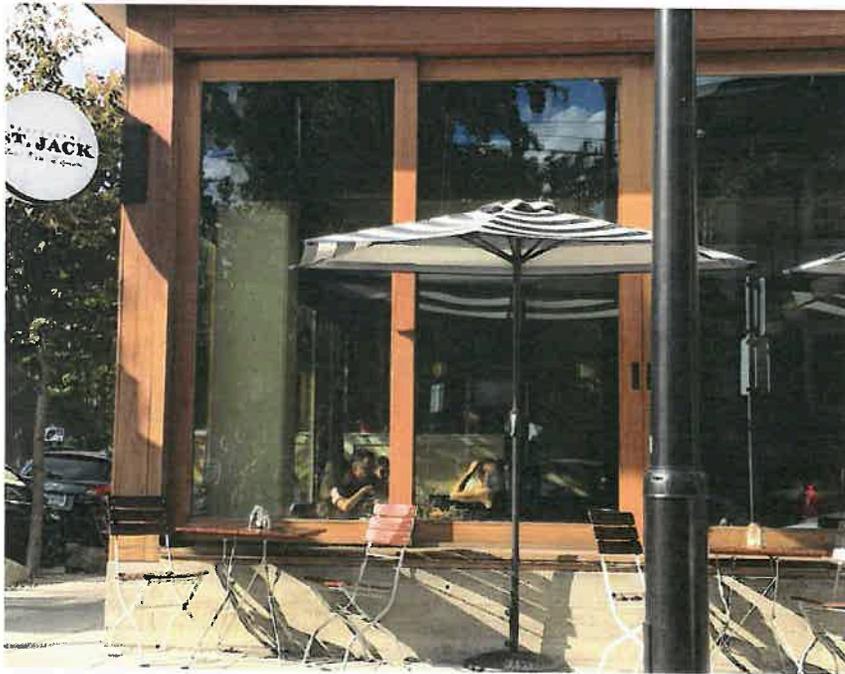


Projecting hip-roofed porch



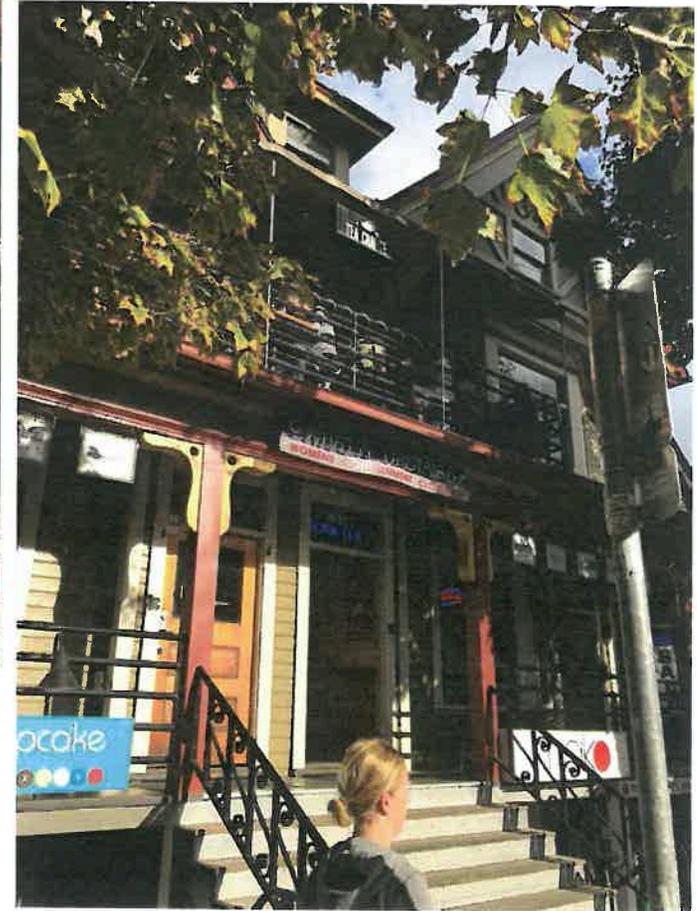
Porches in the Pine Street district. For the PSWO, a porch is defined as a structure attached to a building to shelter an entrance or to serve as a semi-enclosed space; usually roofed and generally open-sided; it may be partially screened or glass-enclosed. It may be either incorporated into a building or treated as an applied feature on the exterior.





Portions of buildings without porches.

When a portion of a building without a porch faces Pine Street, it should have large scale windows. These may slide open during nice weather, creating a fluidity between inside and outside.



Double height porches. Porches may be two stories tall.

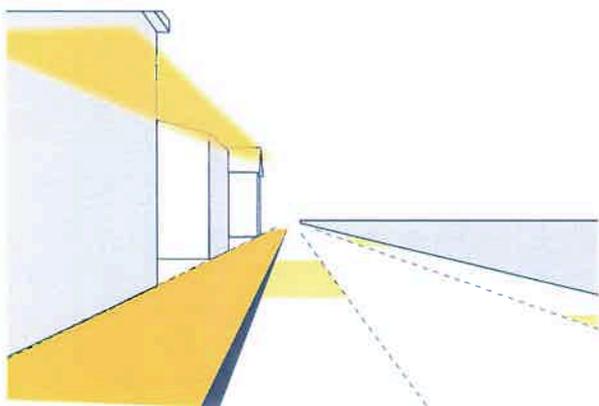
Lighting

Lighting is an important component of this area. Lighting provides good visibility and safety for pedestrians and cyclists on Pine. It also contributes to the eclectic, human-scaled character of the area. The Overlay requires lighting within the Front Yard zone and it is optional in the Bulbouts.

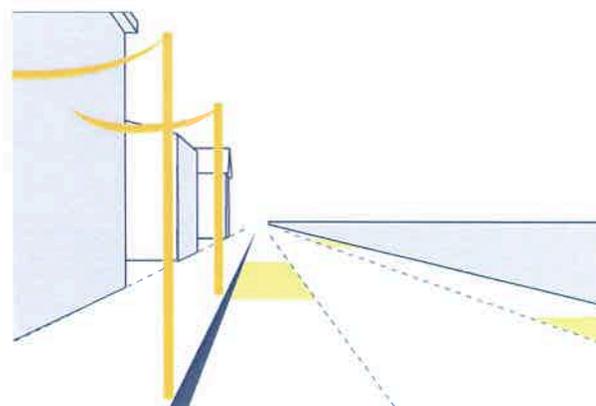
Property owners may choose from overhead, low-height, or building-mounted lights. Each type of lighting provides a different type of character. Overhead lights, such as string lights, create a sense of enclosure that can be desirable, especially for outdoor seating and gathering. Building-mounted lights can help illuminate the front facade of buildings and low-height lights provide path lighting throughout and can be integrated into landscaping.

Table 2-19

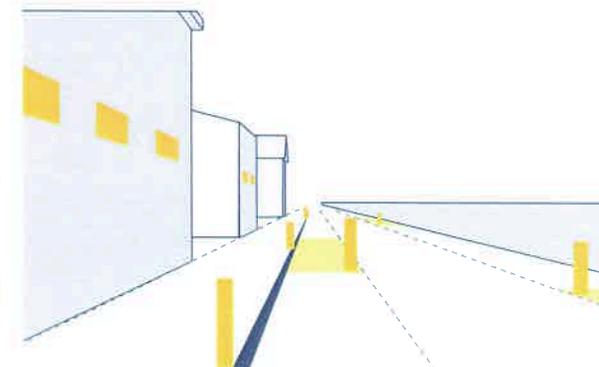
Table 2-19 – Private Property Standards		
Requirement	Standard	Limitations & Qualifications
Lighting <i>See pages 46-49 of The Pattern Book</i>		
hh) Flex Zone	Optional	(1) Lighting may be provided overhead or low-height. (2) Low-height lighting may count toward the vertical features requirement.
ii) Front Yard	Required	(1) May be either overhead lighting, building-mounted lighting, low-height lighting, or a combination. (2) Minimum of two lights are required in the Front Yard of each property. (3) String lights count as one light. (4) Lighting may be incorporated into a porch. (5) Low-height lighting may count toward the vertical features requirement. (6) Exempt from this standard are properties facing SE Douglas Avenue and flag lots.
jj) Overhead lighting	Optional	(1) May be strung between poles or mounted on buildings, or both. (2) Light poles may count toward the vertical features requirement.
kk) Light cutoff	Required	(1) All lighting shall comply with Section 12.06.030.(E) Lighting.



Lighting is required in the Front Yard and it is optional in the Flex Zones.



Overhead string lights can be attached to buildings or attached to poles.



Lighting can be low-height, building-mounted, or overhead, or a combination of the three.

LIGHTING ESSENTIAL ELEMENTS

- Attractive and safe at night
- Contributes to eclectic character
- Required in the Front Yard
- Optional in the Flex Zones
- Lighting can be overhead, low-height, or building-mounted

LIGHTING



String and hanging lights. Over a narrow walkway or in the Front Yard area string lights create a festive lighted ceiling.



String lights over alley. String lights attach to buildings and poles to create a special place for gathering and dining.



Building-mounted lights. Attached to the Pine-facing facades or porches, these lights can illuminate signs and building fronts.



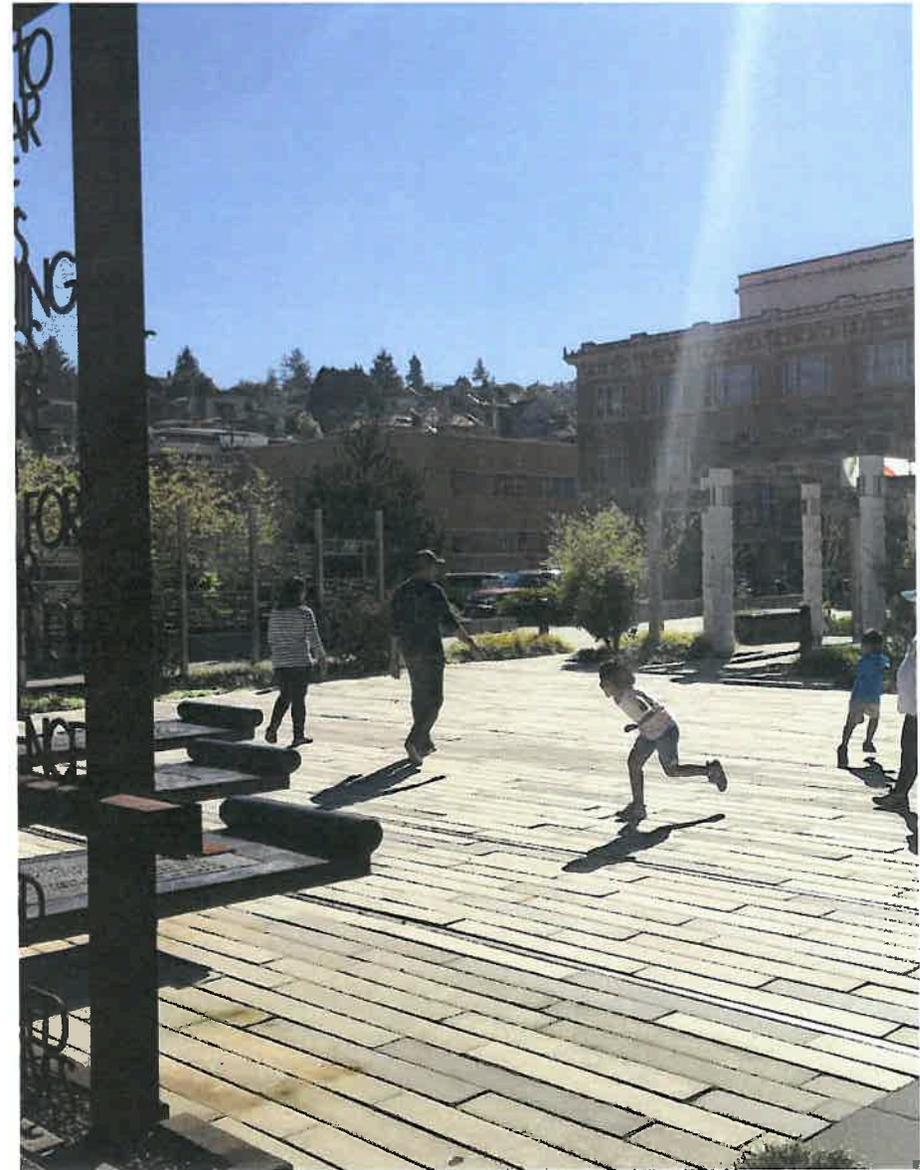
Low-height lighting. Lights that are close to the ground can illuminate paths and combine well with landscaping.

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Considerations

IN THIS SECTION

- » Signs
- » Art
- » Parking Management
- » District Marker
- » Riverfront Trail

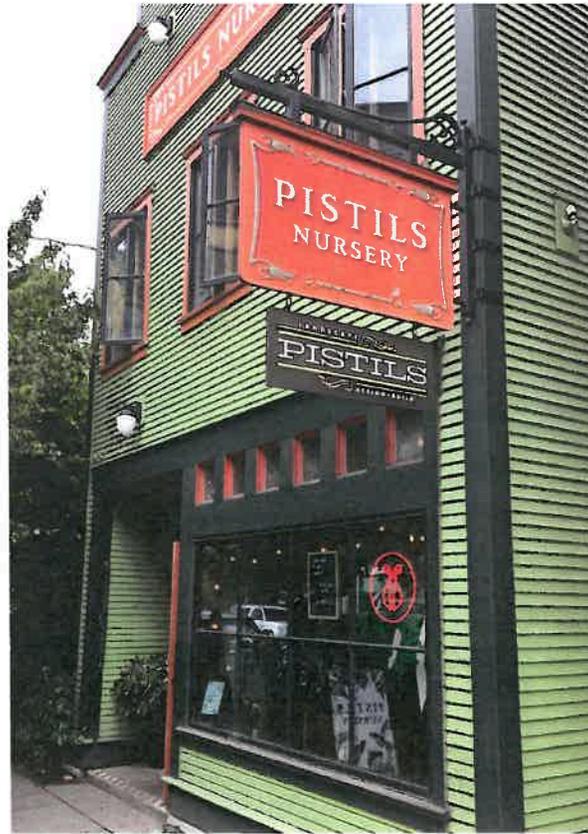


Signs

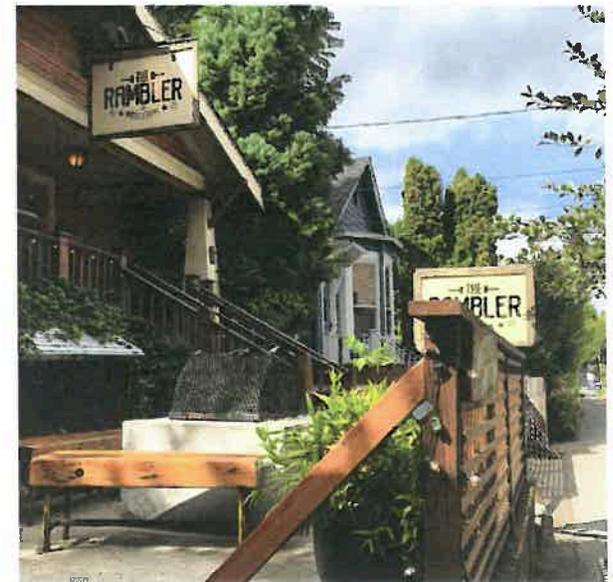
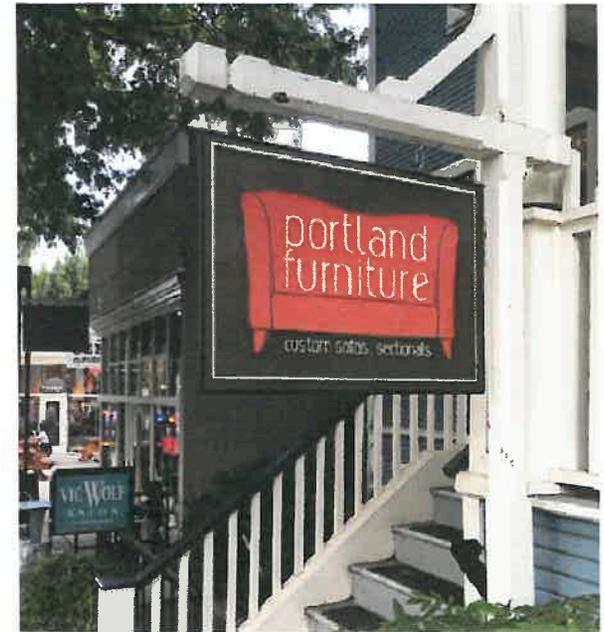
Signs are an integral part of a commercial district and often serve multiple purposes. They communicate direction and help with wayfinding; they promote area businesses, announcing their presence and providing other vital information about services and hours of operation. They can provide historical or cultural information about the district, helping to contextualize a specific place or event.

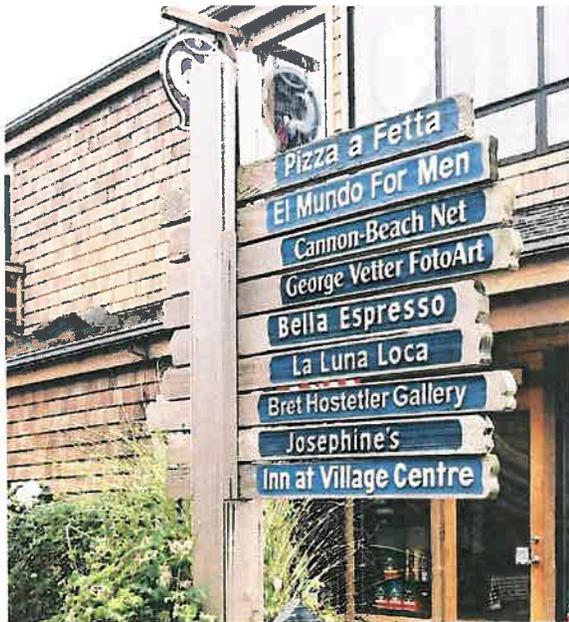
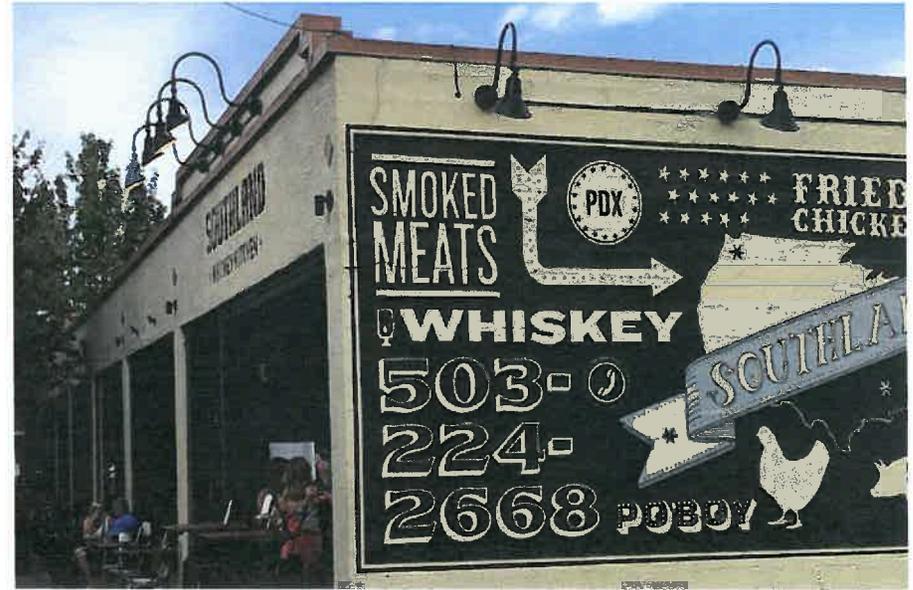
Signs should relate well to buildings and enhance their architectural features with careful attention to details, materials, size, and location. They should complement the desired character of Pine Street which is eclectic, small scale, historic, and connected to the river.

The PSWO lays out Pine Street-specific standards that are appropriate for small-scale pedestrian activity and cars traveling at very low speeds. As such, the standards limit sign areas substantially and reduce the number of signs allowable per-building.

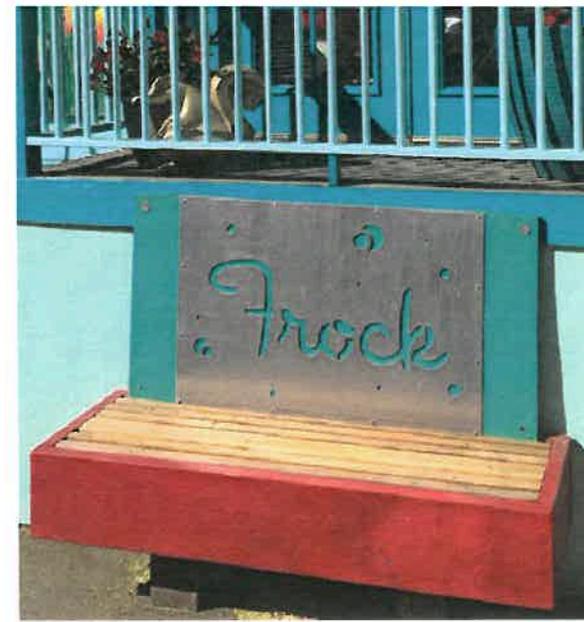


Blade or Double-Faced Signs. Small blade signs scaled to pedestrians and cyclists.





Multiple businesses share one sign. A sign displaying multiple shops creates a cohesive look



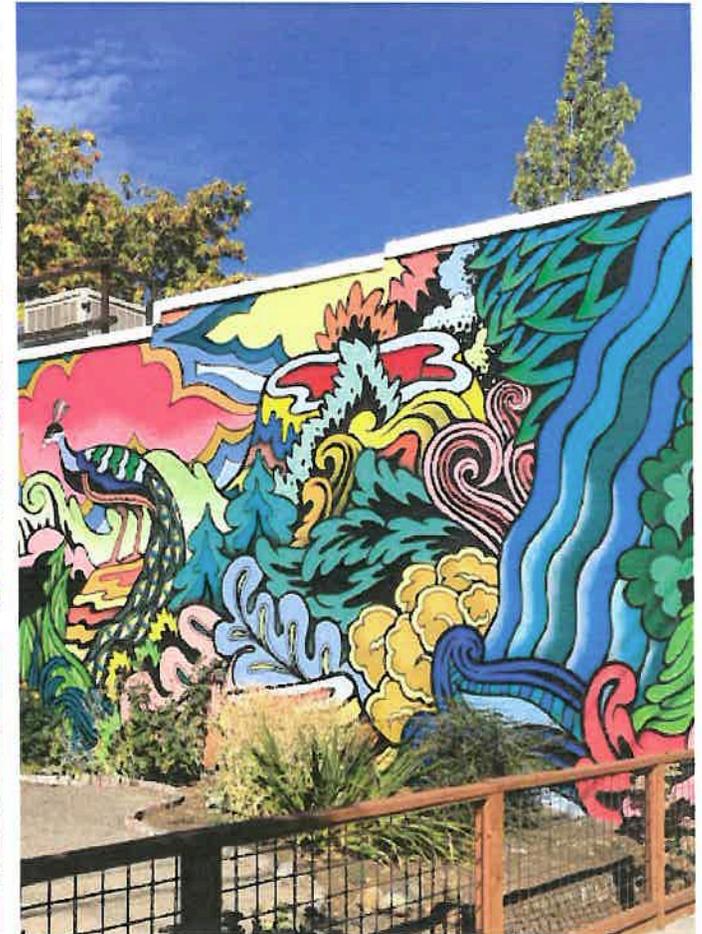
Wall signs. Wall sign on a windowless side of the building adds graphic texture and interest

Integration of signage. A business sign incorporated into a bench

Art

Art in the public realm is an important component of a well-designed and rich district. It can serve as a colorful splash on an otherwise blank wall or fence. Artwork can highlight historically and culturally significant areas or events and showcase the identity of a community. It can be used as a landmark and an identifiable marker that is easy for people to navigate to. Often times successful public art will serve multiple functions at the same time.

Public art can be used as a tool to bring people together. For example, one option for Pine Street might be to have a City-sponsored mural art program where multiple artists participate in beautifying a street or wall. This kind of participation helps foster ownership and further contributes to the place.



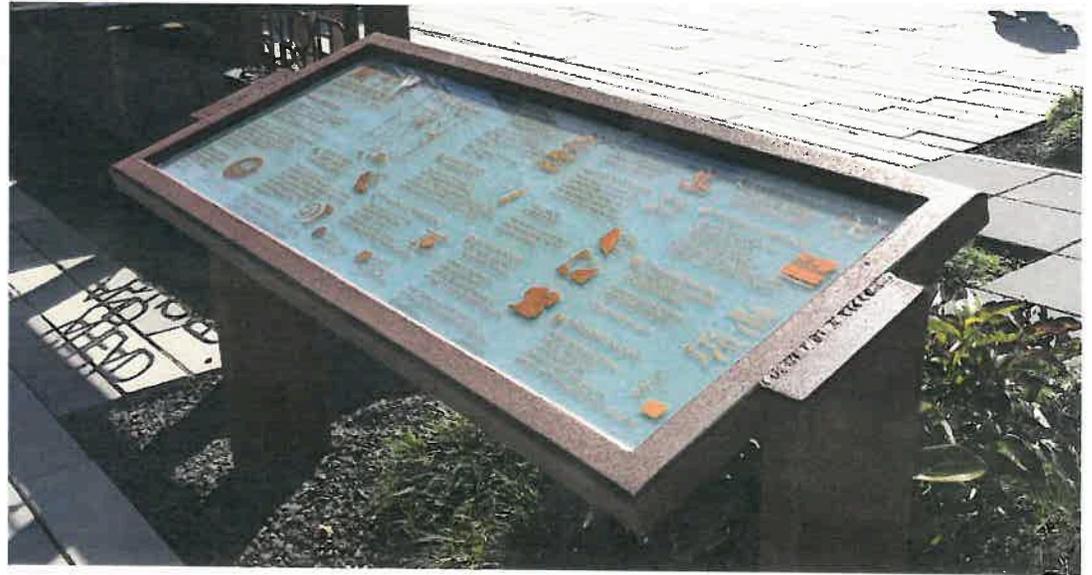
Small artistic elements.

Many different kinds of art works including colorful murals, a brightly painted sidewalk, custom steel work, or sculptures can add to the character of the street in meaningful ways.

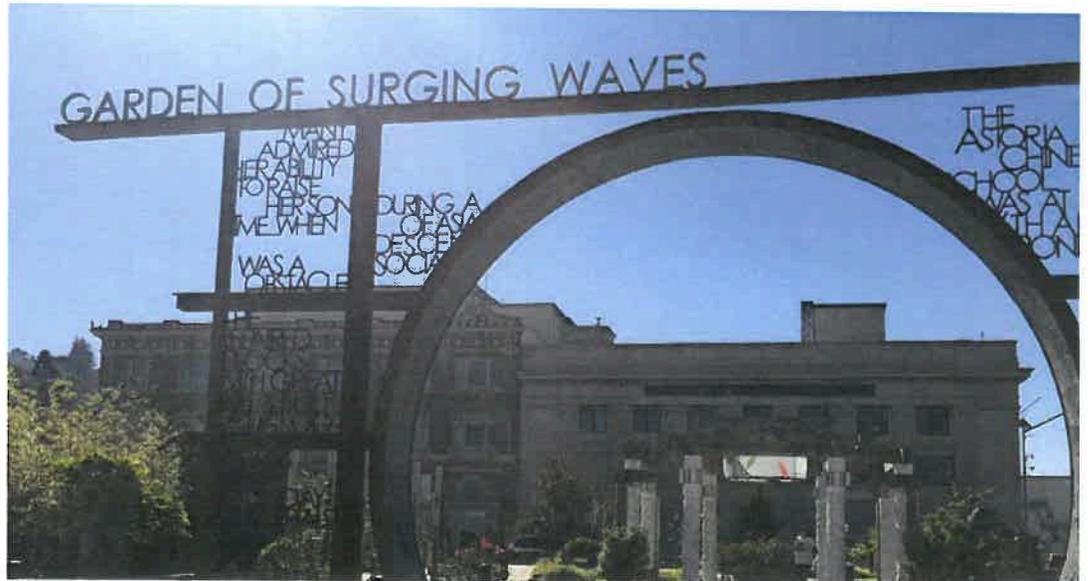




Public plaza and art project. A project in Astoria Oregon incorporates historical information, personal stories, and elements of Chinese culture, in homage to Chinese immigrants who helped build the city



Informative plaques and signs. Informative sign can provide context and understanding.



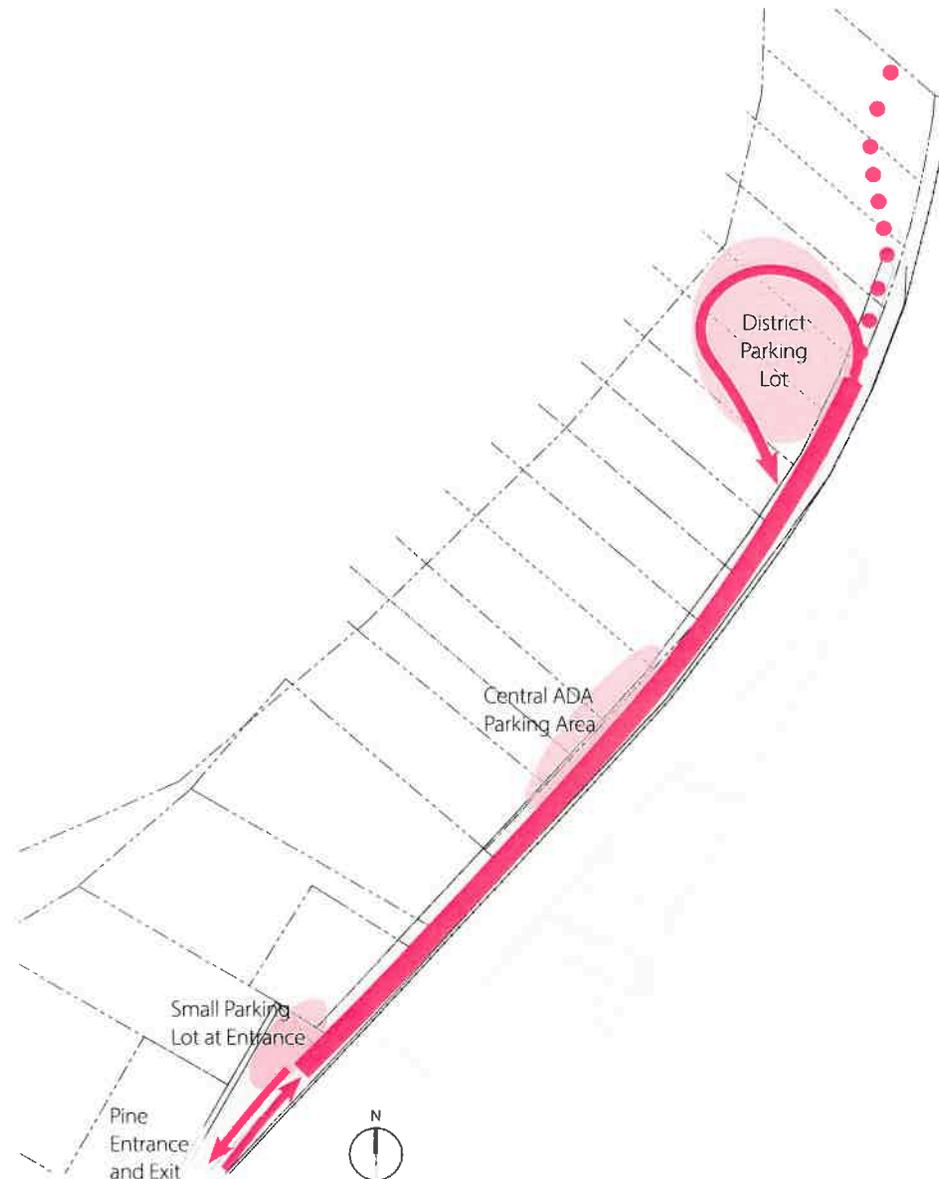
Gateway elements. Gateway with graphic text creates a dramatic entrance to the public plaza.

Parking Management

Small amounts of parking are permitted on-site, but the usual off-street parking requirements for automobiles have been eliminated in the Overlay. There is potential for a municipal parking lot at the end of Pine Street, as well as opportunities for on-street parking throughout. The Overlay will also enable shared parking arrangements with development that is nearby but outside of the study area.

Vehicle volumes on Pine street itself can be influenced through a parking management plan. The plan could consider:

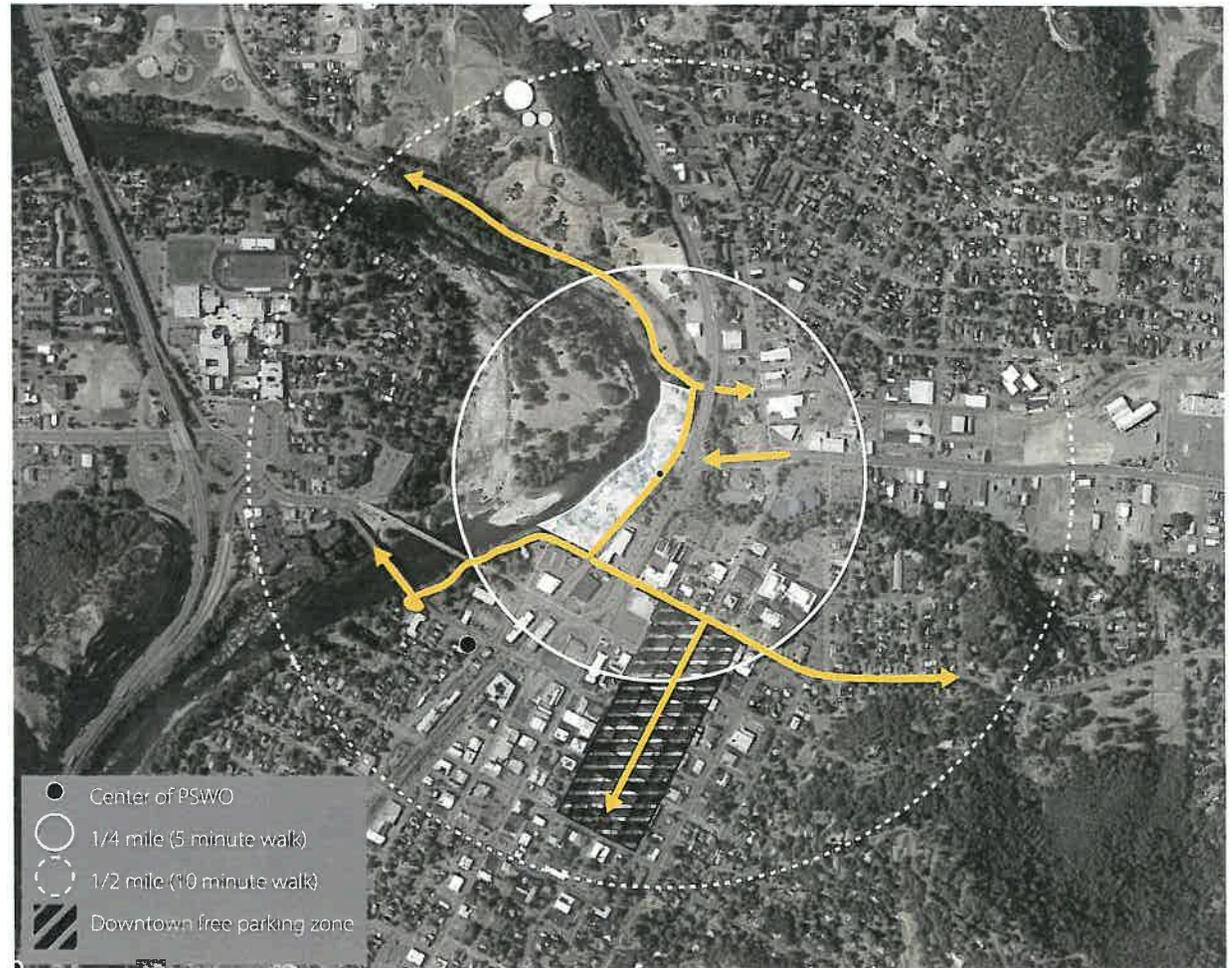
- » Where parking is located
- » How much parking there is
- » Who is using it (short or long term)
- » How it is managed (time limits, permits, paid)
- » How/whether information is provided
- » If a shared lot is desired at the north end of the street, consider a system to provide information about when the lot is full and direct people to other parking opportunities nearby
- » Monitor travel uses on Pine Street to better understand volumes and speeds of users
- » Conduct a parking data collection effort after approximately 20% of likely development has occurred



Proximity to Parking

Many opportunities for parking exist within a 5-10 minute walk from the Overlay, including the downtown free parking zone, surface parking lots and abundant on-street parking.

Because there are multiple ways to access Pine Street, parking is not limited to just one area. The map shows multiple routes to and from Pine Street. These include the riverfront trail to the north, the railroad underpass to the east, and Douglas Avenue to the south.



DISTRICT MARKER

District Marker

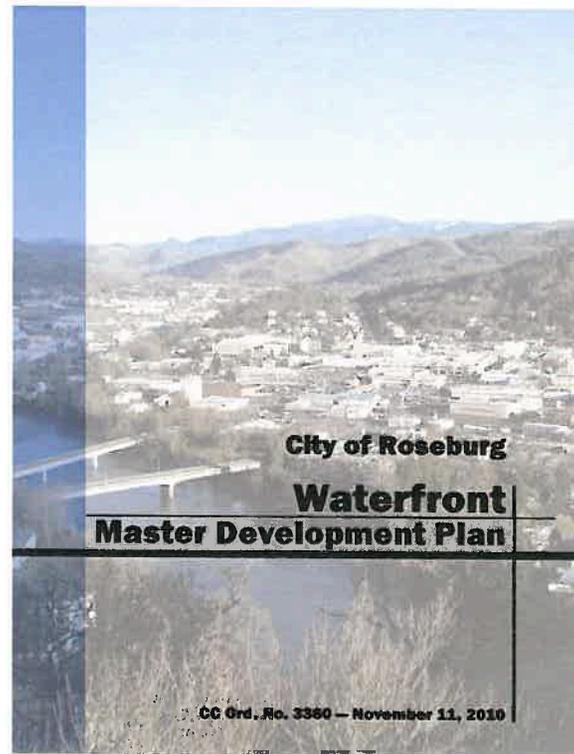
Gateway structures or large-scale signs are options to help mark the Pine Street area. Seen from a distance, they can be a good orienting device and announce the District's presence throughout the downtown area. There are several opportunities for such signage including at the entrance to Pine Street or facing the intersection of NE Diamond Lake Boulevard.



Riverfront Trail

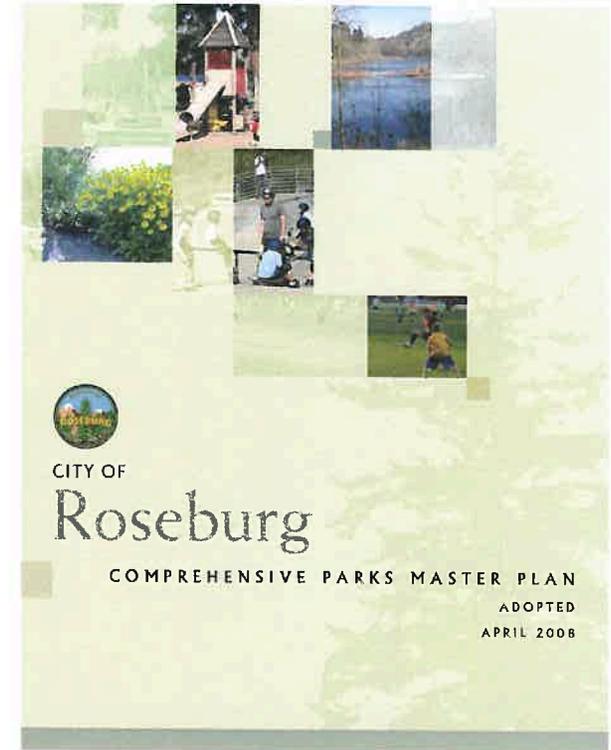
A defining feature of the Pine Street area is the close proximity of the Umpqua River. A trail along the river, connecting Micelli Park to Deer Creek Park is envisioned for this area. Both the Waterfront Master Plan and the Comprehensive Parks Plan acknowledge the opportunity of a riverfront trail in conjunction with a small-scale commercial district. The trail would provide a destination for tourists and residents alike. One can envision cafe seating facing the river and accessible via the riverfront trail.

Over time, as this area sees more development, it will be important to initiate a collective effort, and identify the partners and actions that will allow public access to the river. Whether it is achieved through a public-private partnership or through City acquisition of land, without such an initiative the Pine Street district will not realize its primary reason for being: its proximity and access to the South Umpqua River.



"A future trail connection directly on the riverbank could be realized as willing sellers make their property available and the City responds by purchasing these properties or access rights to create a public parcel!"

Waterfront Master Development Plan, 2010



"Complete the trail system along the east bank of the river by adding missing links through multiple parks and neighborhoods. Consider riverbank stability, flooding, and resource conservation when determining the best route for these trails."

"Complete the Umpqua River Greenway trail from Deer Creek Park to Micelli Park."

Roseburg Comprehensive Parks Master Plan, 2009