

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

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

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

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

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

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

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		must either provide shower facilities or increase required bike parking by a certain amount; secure indoor bike parking
	<i>Section 3. Street Improvements—Includes table for street standards</i>	Include in table a reference to Bicycle Boulevards, which are identified in the Coburg Loop Plan. Require bicycle lanes, at a minimum
	<i>Add new Section. Additional street standards applicable to subdivisions; renumber remaining sections</i>	<ul style="list-style-type: none"> <li>a. grades and curves—p.14 of subdivision ordinance</li> <li>b. blocks</li> <li>c. connectivity</li> <li>d. cul-de-sacs</li> <li>e. intersections of streets and alleys, paths               <ul style="list-style-type: none"> <li>1. angles—ordinance p. 13</li> <li>2. offsets—P. 13 ordinance</li> </ul> </li> <li>f. reserve strips—new provision</li> <li>g. public accessways p. 16 of code</li> <li>h. street names—p. 14 of code</li> <li>i. Street trees</li> </ul>
Add G. Other Public Improvements	<i>Add Provision G, re-number the rest</i>	Add a provision that authorizes the city to require dedication of easements for streets, drainage (stormwater easements), utility lines.
J. Design Standards and Guidelines	<i>Section 4 and 7 both provide design standards for residential uses;</i>	Sections 4 and 9 should be combined somehow; most likely 9 should be wrapped into Section 4; add subsection (j) that will only apply to single family attached and multi-family. Open space standards.
	<i>Section 5. new section. (Commercial/Industrial)</i>	Include Commercial Condominium standards; including, fire suppression, sound transmission, utility metering, landscaping, parking, screening of mechanical units, refuse storage, capital reserves; consider allowing commercial condominiums in highway commercial, light industrial, and/or campus industrial. Include standards that focus on walkability, bikeability, and

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

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

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

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

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

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

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

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Model Code Definitions	<i>Review Model Code Definitions and consider revising code definitions consistent with the Model Code</i>	

