



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us

AMENDED NOTICE OF ADOPTED AMENDMENT

December 27, 2007

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Winston Plan Amendment
DLCD File Number 001-07



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: January 10, 2008

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
John Renz, DLCD Regional Representative
Christine Shirley, FEMA Specialist
David VanDermark, City of Winston

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NOF 2

DLCD

Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person electronic mailed

DATE STAMP

DEPT OF

DEC 21 2007!

LAND CONSERVATION AND DEVELOPMENT

For DLCD Use Only

Jurisdiction: **City of Winston**

Local file number: **None**

Date of Adoption: **12/17/2007**

Date Mailed: **12/20/2007**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 5/18/2007

- | | |
|---|--|
| <input checked="" type="checkbox"/> Comprehensive Plan Text Amendment | <input checked="" type="checkbox"/> Comprehensive Plan Map Amendment |
| <input checked="" type="checkbox"/> Land Use Regulation Amendment | <input checked="" type="checkbox"/> Zoning Map Amendment |
| <input checked="" type="checkbox"/> New Land Use Regulation | <input type="checkbox"/> Other: |

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Update the Plan & Zoning Map to correct mapping on four properties in the UGB that had no designation or an incorrect designation. Update plan text to add bicycle/pedestrian findings and to address industrial findings. Update Zoning Ord definitions, removed outdated material, clarify or add new uses, add new fill/grading regulations, add provision for development agreement, revise revocation procedure, and update flood based on FEMA suggestions. Update Subdivision Ord to clarify duties of Administrator and add letter of credit.

Does the Adoption differ from proposal? Yes, Please explain below:

Revised Notice of Proposed Amendments mailed on June 11, 2007 and September 26, 2007

Plan Map Changed from: **4 changes**

to: **AO & Res 4.5**

Zone Map Changed from: **4 changes**

to **AO & RLA**

Location: **Varies**

Acres Involved: **88+/-**

Specify Density: Previous: **None or 3 DU/AC**

New: **10 AC & 4.5 DU/AC**

Applicable statewide planning goals:

- | | | | | | | | | | | | | | | | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
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Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing? Yes No

If no, do the statewide planning goals apply? Yes No

If no, did Emergency Circumstances require immediate adoption? Yes No

001-07(16116)

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Winston Dillard Water District, Winston Dillard Fire Department, Winston Dillard School District, Douglas County Planning & Public Works, ODOT, Umpqua Transit

Local Contact: **David VanDermark**

Phone: **(541) 679-6793** Extension:

Address: **201 NW Douglas Blvd**

Fax Number: **541-697-0794**

City: **Winston**

Zip: **97496-**

E-mail Address:

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. **Send this Form and TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. **Please Note:** Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **<http://www.lcd.state.or.us/>**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 635

AN ORDINANCE ADOPTING AMENDMENTS TO THE CITY OF WINSTON
COMPREHENSIVE PLAN MAP AND ZONING MAP
COMPREHENSIVE PLAN, ZONING ORDINANCE AND SUBDIVISION ORDINANCE

Whereas, the City of Winston Planning Commission held five workshop between February 28, 2007 and April 25, 2007, and whereas a Joint City Council and Planning Commission meeting was held on May 7, 2007 and whereas two public hearings were held on July 11 and 25, 2007 before the Planning Commission and two public hearings were held on October 15 and November 5, 2007 before the City Council to consider the following proposed legislative amendments:

- City of Winston Comprehensive Plan to add Transportation findings, Bicycle/Pedestrian findings/policies/maps; update plan text on industrial findings, correct the Comprehensive Plan Map for areas without a designation to Agriculture/Open Space, correct areas along Abraham Road to Residential 4.5 DU/AC, and correct areas within Plum Ridge Subdivision to Residential 4.5 DU/AC.
- City of Winston Zoning Map for areas without a designation to Agriculture/Open Space, correct areas along Abraham Road to Residential RLA, and to correct areas within Plum Ridge Subdivision to RLA.
- Legislative amendments to the Zoning Ordinance that generally will update or add new definitions, clarification to address legislative changes, add new fill/grading regulations, remove outdated info, clarify and add zone uses, add provision for development agreement, revise revocation procedure, and update flood ordinance.
- Legislative amendments to the Subdivision Ordinance to clarify duties of the administrator clarify partition process and add the option for a letter of credit.

Whereas, Amendments to the City of Winston Comprehensive Plan, Subdivision Ordinance and Zoning Ordinance are needed to clarify, deregulate, add new regulations and/or improve the these ordinances for the City of Winston.

Whereas, on July 25, 2007, the Planning Commission held a hearing and recommended that the amendments be adopted by the City Council.

NOW THEREFORE, THE CITY OF WINSTON ORDAINS AS FOLLOWS:

SECTION ONE: FINDINGS OF FACT

- A. Five workshops on the proposed legislative amendments to the Comprehensive Plan, Subdivision Ordinance and Zoning Ordinance were held before the Planning Commission between February 28 and April 25, 2007.

- B. A joint City Council and Planning Commission Workshop was held on May 7, 2007.
- C. A public hearing on the proposed legislative amendments to the Comprehensive Plan map and text, Subdivision Ordinance and Zoning Ordinance map and text was held before the Planning Commission on July 11 and July 25, 2007.
- D. The Planning Commission forwarded a recommendation to adopt the proposed legislative amendments as attached to this ordinance and identified as Adoption Version and by this reference made part of this ordinance.
- E. The City Council accepted the recommendation of the Planning Commission initially with two modifications: to the Flood Plain section related to Recreational Vehicle Parks and secondly, to remove the proposed Public Reserve zoning for City Hall.
 - i. The City Council later coordinated with DLCD and returned modified language to the flood Plain section.
- F. public hearings on the proposed legislative amendments to the Comprehensive Plan map and text, Subdivision Ordinance and Zoning Ordinance map and text were held before the City Council on October 15 and November 5, 2007.

SECTION TWO: AMENDING COMPREHENSIVE PLAN MAP AND TEXT, ZONING ORDINANCE MAP AND TEXT AND SUBDIVISION ORDINANCE.

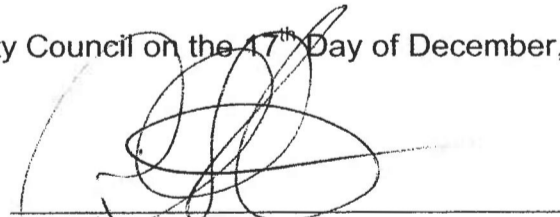
The amendments to the Comprehensive Plan Map and Text, City Zoning Ordinance Map and Text, and City Subdivision Ordinance Text are hereby as shown in Exhibit A.

SECTION THREE: EFFECT OF AMENDMENT

Ordinance No. (s) 588 (Comprehensive Plan), 590 (Zoning Ordinance) and 591 (Subdivision Ordinance) heretofore and herein amended; remain in full force and effect.

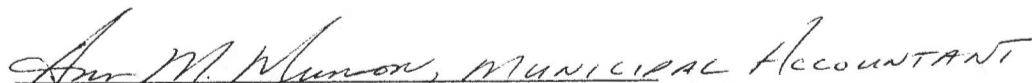
First reading before the City Council on the 3rd day of December, 2007

Second reading and adoption by the City Council on the 17th Day of December, 2007.



Rex A. Stevens, Mayor

ATTEST:



David Van Dermark, City Administrator

EXHIBIT A

**2007 LEGISLATIVE
AMENDMENTS TO THE**

**CITY OF WINSTON
COMPREHENSIVE PLAN**

&

**CITY OF WINSTON
ZONING ORDINANCE**

&

**CITY OF WINSTON
SUBDIVISION ORDINANCE**

**Adoption Version
December 17, 2007**

PLANNING COMMISSION

Workshop February 28, 2007
March 14 & 28, 2007
April 11, 2007
Hearing July 11, 2007
Hearing July 25, 2007

CITY COUNCIL

Joint CC/PC Workshop May 7, 2007
Council Hearing October 15, 2007
Council Hearing November 5, 2007
First Reading December 3, 2007
Second Reading December 17, 2007

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Subdivision Ordinance Amendments Page 50

LEGEND

- Deletion ~~Deletion~~ is marked with strike out function
Addition **Addition** is marked with redline, bold and underline
Comments *Comments are provided in italics*

**COMPREHENSIVE
PLAN
AMENDMENTS**

Comprehensive Plan & Map Amendments

Comprehensive Plan Map

- Martin property (as shown on Comprehensive Plan Map 1.) This property is within the UGB and currently does not have a City plan or zone designation. This change will place an Agriculture Open Land plan designation.
- Sweetwater Trust property (as shown on Comprehensive Plan Map 2.) This property is within the UGB and currently does not have a City plan or zone designation. This change will place an Agriculture Open Land plan designation.
- Abraham Avenue area - Amend Comprehensive Plan Map for a legislative update on the east side of Abraham Road to change the Plan Map from Residential Density -3 to Residential Density 4.5 acres (as shown on Comprehensive Map 3).
- Plum Ridge area - Amend Comprehensive Plan Map for a legislative update on the east side of Plum Ridge to change the Plan Map from Agriculture Open Space to Residential Density 4.5 acres (as shown on Comprehensive Map 4).

Comprehensive Plan

Add a new second sentence to Page 24 Industrial Opportunities section. This addition returns language that was found in the 1989 Periodic Review version of the Comprehensive Plan. The proposed change complements existing language in the 2006 Comprehensive Plan on Page 51 (fourth paragraph) that recognizes the 1.83 acre portion of the 27.85 acre parcel is zoned for light industrial.

There is one industrial site north of Winston within the UGB that is currently a distribution site for a beverage company.

Add a new section following Page 44 - Transportation and renumber the following pages

Transportation System

Introduction

The City's connection with the timber industry has been evident from its earliest beginnings. The downsizing of the timber industry has drastically impacted Winston and has required that its economy become more diversified. While the community is changing and has changed significantly over the last 20 years, the transportation system in the City has stayed virtually the same. Historically the

City of Winston's transportation system has developed around Highway 42 and Main Street, the South Umpqua River, and the surrounding topography. While it is these roads and the communities' connection with I-5 that have helped shape the City, it is these same roads that have divided the community and acts as a barrier between neighborhoods. To keep pace with the growing demands on the City's transportation system, Winston must face the challenge of unifying a local transportation system that has been divided by the very roads that helped shape the City. Improving connectivity and circulation within the community will give people options for local travel away from Highway 42 and Main Street, preserving the essential capacity, de-emphasizing the division these roads create, and enhancing livability in the area.

Our planning efforts must involve more than just streets and travel modes. We know that land use and transportation patterns are inextricably linked, and that future transportation issues cannot be resolved without taking this into careful consideration. Winston's land use planning efforts must automatically include recognition of the transportation impacts associated with development, and must consider all options as we continue to grow as a community.

Furthermore, in 1995 the Transportation Planning Rule was passed through Oregon Legislature with significant changes that impact local communities and how they plan for transportation services. The Transportation Planning Rule requires that cities practice multi-modal transportation planning and, through ordinance and policy changes, reduce principle reliance on the automobile. Some additional requirements for local planning consideration are: a public transportation element, bicycle and pedestrian plans, a road plan for a network of arterial and collector streets, and air, rail, water, and pipeline plans.

Overview of Winston's Physical and Transportation Setting

The City of Winston's transportation system has developed around Highway 42 and Main Street. The South Umpqua River is the major topographical feature within the community that has influenced growth to some extent. It is these roads and the community's connection with I-5 that have helped shape the City as we know it today. While this arterial network has connected Winston with the region, it has also divided the community and acts as a barrier between neighborhoods.

General Transportation Problems

Winston's primary transportation problems revolve around connectivity and circulation within the City. The Local Street Network Plan determined that additional contiguous east/west connections were needed to link the various parts of the City, and lessen dependence on the State Highway for local trips.

The study identified multiple neighborhood areas that had to use the arterial road system to circulate through the community.

New north/south connections to the southwest and northwest neighborhood areas across Highway 42 would allow better local connectivity. In addition, establishing this new connection would improve circulation in the vicinity of the Jorgen Street neighborhood and the neighborhood areas around Brosi Orchard Road.

Connectivity is also the greatest problem for the bicycle and pedestrian system within the City of Winston. Neither system fully connects schools, parks and commercial areas within the community. Currently, Winston lacks any form of bicycle, pedestrian, or multiuse paths that would circulate alternative forms of transportation around town.

Another problem faced by both bicyclist and pedestrians is that some streets have very long blocks with no direct bicycle or pedestrian connections. Some of the deficiencies can be corrected through the development of roadway connections; however, several arterial and collector streets within Winston will need to be retrofitted with these improvements to fully correct deficiencies.

Public transportation is steadily improving in Winston.

Street Classifications

Winston streets must provide convenient transportation facilities and a comfortable, safe atmosphere. Consideration of all travel modes requires more than simply providing various physical travel areas. Streets should facilitate pedestrian, transit and bicycle traffic.

This section of the Transportation Element defines five major street types in Winston: arterial, major collector, residential collector, residential street and a local access way.

Arterial-The system of streets and highways under the arterial system should serve the major centers of activity within the City, the highest traffic volume corridors, and should carry a high proportion of the total urban area travel on a minimum of mileage. This system should carry the major amount of traffic entering and leaving the urban area, as well as the majority of traffic desiring to move through the City without stopping. On an average day 8,000 to 30,000 motor vehicle trips are made on a typical arterial road.

Major Collector-The collector street system provides both land access service and traffic circulation between residential neighborhoods, commercial areas, and industrial areas. On an average day 3,000 to 10,000 motor vehicle trips are made on a typical major collector road.

Residential Collector-As the City of Winston has developed, certain streets have been developed as residential streets in an area large enough to generate and carry a large enough volume of traffic to be considered collectors. In these areas, the City recognizes the dual function of the facility and balancing that must take place to maintain a livable street, while allowing higher levels of traffic. The average traffic volume of a residential collector is 1,500 to 5,000 motor vehicles per day.

Residential Street-The local street system comprises all facilities not on one of the higher system or local access ways. It serves primarily to provide direct access to abutting land and access to the City's collector and arterial street systems. Motor vehicle traffic should be relatively low at 1,000 or less motor vehicles per day.

Local Access Way-This street classification is intended to recognize the lowest order of roads in the Winston urban area. These roads only serve private residences, and are typically either narrower than that required by City residential street standards, serve flag lots, or some combination of all these factors. These streets are considered to be in a transitional state.

Multi-use Path-Multi-use paths are off-street facilities used primarily for walking and bicycling. These paths can be relatively short connections between neighborhoods (neighborhood connectors), or longer paths adjacent to rivers, creeks, railroad tracks and open space. Frequented by both pedestrians and bicyclist, multi-use paths provide shortcuts through neighborhoods and to other destinations.

Existing Street Network

The major thoroughfare in Winston, Highway 42, extends the length of the City in an east-west direction. Two arterial roads branch off Highway 42 in Winston; Lookingglass Road intersects Highway 42 at the northern end of town in a westerly direction, while Main Street intersects Highway 42 at the only stop light in town in a southerly direction. Numerous collector and residential streets connect City neighborhoods to the main arterials in Winston.

County Roads that are within the UGB are Main Street (Old Highway 99), Lookingglass, Brockway and Winston Section Road. These County Roads provide for moving traffic through the Urban Area connecting with the State highways.

Roadway Needs

Connectivity-The Local Street Network Plan determined that additional contiguous east/west connections were needed to link the various neighborhoods of the City, and to lessen dependence on the State Highway for local trips. This again has been substantiated in the new TSP and through the public input and analysis of roadway needs. The City of Winston is fairly well developed in areas where new streets would need to be placed. The construction of these new streets could have serious impacts on local residential and business areas, making the cost of these improvements extremely expensive.

The TSP finds that establishing local network connections would take traffic off State Highway 42 and Main Street. This benefits the community and State by preserving the capacity of the arterial network and minimizing the need for costly upgrades.

The three areas identified for connection are the area to the east of Highway 42 as it enters the north side of Winston on Main Street; the area northwest of Highway 42; and the area south of Highway 42 and west of Main Street. Currently, it is difficult to travel between these neighborhoods within Winston without using both Highway 42 and Highway 99.

Connectivity is the greatest problem for the bicycle and pedestrian system within the City of Winston. Many of the pedestrian and bicycle facilities within the City of Winston are discontinuous and do not fully connect residential areas with schools, Riverbend Park, the library, the community center, and retail opportunities. Some of the existing deficiencies can be mitigated by the development of new north-south and east-west collector facilities that will include amenities for pedestrians and cyclist; however, several of the arterial and collector facilities within the City need to be retrofitted to include pedestrian and bicycle amenities and/or separated bicycle and pedestrian paths need to be constructed to provide better connection between neighborhoods, schools and commercial activities.

Street Layout and Design-Street network patterns and the physical design of the right-of-way are intrinsically linked to travel patterns and neighborhood

characters. Successful, multi-modal streets in traditional neighborhoods resemble inviting public spaces and function in an interconnected network. Street layout and design should support the traditional neighborhood.

Street design should promote safety and livability. It should permit comfortable and safe pedestrian and bicycle travel as well as motorized vehicular operation. Vulnerable users such as children, the disabled and the elderly, should be protected. The street should be a multipurpose, public space that enhances the neighborhood's overall aesthetics. Deliveries, emergency access and where densities allow, bus or public transit service must be accommodated.

Winston's street layout and design needs to be better matched to adjacent uses, the physical features of the land, location in the neighborhood and position in the community. A grid or modified grid network pattern should be used to provide connectivity. Winston's street design standards should strive to incorporate traditional neighborhood street elements.

Future Travel Conditions

During the development of the Local Street Network Plan, there was an extensive analysis conducted on the traffic operations within the City. It has been determined, through comparison of counts taken on the Highway 42 in 1994, 1996 and 2000, that there has been little change (less than 5%) in traffic volumes since the publication of the LSNP. Thus, the conclusions reached in that analysis are still valid. Traffic volumes are an excellent indicators for changes in circulation patterns and levels of service on the road network.

The Winston Transportation System Plan established that all of the intersections within in the Winston study area are currently operating at acceptable levels of operation for their traffic volumes to capacity ratios. The only intersection that is expected to exceed the acceptable level by year 2022 is the Lookingglass Road/Highway 42 intersection.

There are four specific locations where capacity issues may be anticipated. Three of these four locations of concern are intersections of collector streets with Highway 42, Main Street and Lookingglass Road.

- " Highway 42 / Pepsi Road
- " Highway 42 / Lookingglass Road
- " Highway 42 / Main Street
- " Highway 42 / Brockway Road

To deal with future transportation demand, the City of Winston Transportation Plan recommends that a number of street connectivity projects be taken on. Several of these projects along with others, have been prioritized for inclusion in the plan and, ultimately, construction. Connectivity projects that are included in the plan are:

- " Extend Ronald Avenue to Darlene Street/Brosi Orchard Road, and extend Darlene Street to Highway 42/Lookingglass Road
- " Extend Tokay Street to Winston Section Road
- " Extend Jorgen Street from Ronald Avenue to Winston Section Road
- " Extend Thiele Street to Ford Street
- " Extend Johnson Road to Tokay
- " Extend Edwards Street to Grape Street
- " Connect Abraham Avenue to Brockway Road

Access Management

Access management reduces maneuvers in the travel corridor through roadway design techniques that maintain or increase street capacity. Access management is used on Winston's main arterial road running through the City (Highway 42) to create a safe roadway environment that allows pedestrian, bicycle and motor vehicle traffic to flow smoothly. Among tools used in access management are proper spacing of traffic signals, provision of turn lanes, use of medians and planned driveway spacing and design.

Access management is a useful transportation management tool for the existing street network as well as for future streets. It can be used as an alternative to constructing additional motor vehicle travel lanes on existing streets.

All streets functionally classified by the Oregon State Division of Highways as rural collectors and minor arterials that connect Winston with other municipalities are under administrative control of either the County or the State. Access management on these routes is handled by permit. Within the City limits, roadways under State administrative control are coordinated by the State. Access management on streets under jurisdictional control of the City is its responsibility. In the interest of minimizing street construction and widening, the City of Winston should continue to develop its access management plan for the arterial street network in cooperation with the County and State.

Safety

Safety is important in existing street network function as well as in the successful design of future streets. Areas prone to traffic accidents must be identified and systematically addressed.

The number and types of conflicts between street users depends on the facility's physical design and on the users' behavior. In order to identify goals for street design, it is important to identify all users' needs, consider what conflicts they might have and what safety needs might result. Safety for all users should be a guiding factor in street planning and design in Winston.

Goals, Objectives and Policies

General Transportation Goal: The overall goal of the Winston Transportation System Plan is to provide a safe and efficient transportation system for moving people and goods within/through the urban area.

1. GENERAL TRANSPORTATION OBJECTIVES

A. The City will implement its transportation goals through this Transportation System Plan (TSP) and will review and update the TSP during periodic review, or more frequently if necessary.

B. The rapid and safe movement of fire, medical and police vehicles shall be an integral part of the design and operation of the transportation system.

C. The City will coordinate transportation planning and construction efforts with Douglas County and ODOT.

D. The implementation of transportation system and demand management measures, enhanced transit service, and the provision for bicycle and pedestrian facilities shall be pursued as a first choice for accommodating travel demand and relieving congestion in a travel corridor, before street widening projects are considered.

E. The construction of transportation facilities will be timed to coincide with community needs, and will be implemented in a way that minimizes impacts on existing development. Where possible, the timing of facility maintenance will be coordinated with other capital improvements to minimize cost and avoid extraordinary maintenance on a facility scheduled for reconstruction or replacement.

F. Transportation facilities should be designed and constructed to minimize noise, energy consumption, neighborhood disruption, economic losses to the private or public economy and social, environmental and institutional disruptions, and to encourage the use of public transit, bike and pedestrian facilities.

G. Aesthetics and landscaping will be considered in the design of the transportation system. Within the physical and financial constraints of the project, landscaping, and where appropriate, public art, shall be included in the design of the transportation facilities. Various landscaping designs, suitable plants and materials shall be used by the City, private entities or individuals to enhance the livability of the area.

2. LAND USE OBJECTIVES

A. The City will consider changes to the Winston Zoning Ordinance that will more effectively implement Comprehensive Plan goals that encourage mixed-use and high density development near the City center to reduce private vehicle trips by increasing access to transportation alternatives.

B. The City should implement plans for the downtown area and the area designated for future downtown development that include mixed-use, high-density (where appropriate), transit oriented and pedestrian-friendly design standards.

C. To reinforce the implementation of the City of Winston Transportation System Plan in land use decision making, corridors for future auto, bicycle and pedestrian facilities have been adopted into this plan.

D. The City will adopt a new Subdivision and Land Partition Ordinance that includes simplified Planned Unit Development requirements, and that includes design standards and review criteria for adequate transportation facilities. Such provisions shall include, but are not limited to, connections between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.

E. The City should revise the Winston Zoning Ordinance wherever appropriate, especially the articles regarding Off-Street Parking, Site Development Plan review and Conditional Use Permit review, to add or improve transportation-related design standards and review criteria. Such revisions shall include, but are not limited to, connections between neighborhoods for vehicles, bicycles and pedestrians, access management standards, and street width and parking requirements.

F. The City will coordinate land use planning with transportation planning by notifying the City Administrator, Traffic Safety Committee, Public Works Director, City Engineer, Fire Department and Police Department of all planning proposals that include transportation components. All departments will be invited to make

suggestions for design improvement and conditions of approval, and to participate in pre-application conferences whenever practical.

G. The City will coordinate land use planning for properties with access onto State and County maintained roads, and other projects large enough to impact traffic counts on those roads, with the Oregon Department of Transportation and Douglas County. To this end, the City will provide notice of pending decisions and invite ODOT and/or Douglas County to make suggestions for design improvement and conditions of approval, and to participate in pre-application conferences whenever practical.

3. STREET GOAL, OBJECTIVES & POLICIES

Goal: Provide a comprehensive system of streets and highways that serves the mobility and multi-modal travel needs of the Winston Urban Area.

Objective 1: Develop a comprehensive, hierarchical system of streets and highways that provides for optimal mobility for all travel modes throughout the Winston Urban Area.

Policies:

A. The City will fulfill its system wide travel capacity needs through the use of multiple travel modes within the public right-of-way

B. The City's street system will contain a network of collector streets that connect local traffic to the arterial street system.

C. The City shall classify streets and highways within the Winston Urban Area based on how they will function within the overall system.

D. The City will periodically review and revise street design standards. The City shall consider incorporating traditional neighborhood design elements into their Public Facilities Standards, including, but not limited to, planting strips, minimum necessary curb radius, alleys and "appropriately" sized streets based upon the anticipated needs of the area.

E. To facilitate pedestrian crossing, discourage through traffic, and reduce speeds, local streets should not be excessive in width. However, streets must have sufficient width to provide emergency access.

F. The City will integrate traffic calming techniques into City street design standards to reduce automobile speeds within new and existing neighborhoods.

G. The City should maintain street surfaces to achieve maximum pavement life so that road conditions are good and pavement maintenance cost are minimized.

H. The City will prohibit the development of new unpaved roads.

I. The City should discourage new development on unpaved roads.

J. The City should discourage cul-de-sac or dead-end street design whenever an interconnection alternative exists. Development of a modified grid street pattern will be encouraged for connecting new and existing neighborhoods during subdivision, partitions, and through the use of the Public Facilities Plan.

K. The City will require street dedication as a condition of land development.

L. Improvements to streets in addition to those in or abutting a development may be required as a condition of approval of subdivisions, land partitions, comprehensive plan changes and re-zoning request.

Objective 2: Design City streets in a manner that: maximizes the utility of public right-of-way, is appropriate to their functional role, and provides for multiple travel modes, while minimizing their impact on the character and livability of surrounding neighborhoods and business districts.

Policies:

A. The City of Winston will design its streets to safely accommodate pedestrian, bicycle and motor vehicle travel.

B. Arterial and collector street intersections will be designed to promote safe and accessible crossings for pedestrians and bicyclist.

C. Left-turn pockets should be incorporated into the design and intersections of arterial streets with other arterial and collector streets, as well as collector streets with arterial and other collectors.

D. The City of Winston will develop "Standard Details" for design of all streets within the Winston Urban Area, in cooperation with Douglas County and ODOT.

E. The City of Winston should apply the street design standards that most safely and efficiently provides motor vehicle capacity appropriate for the functional classification of the street.

F. Wherever possible the City of Winston should incorporate safely designed, aesthetic features into the street scape of its public right-of-way.

G. When existing streets are widened or reconstructed they should be designed to the adopted street design standards for the appropriate street classification. Adjustments to the design standards may be necessary to avoid existing topographical constraints, historic properties, schools, cemeteries, existing on-street parking and significant cultural features. The design of the street should be sensitive to the livability of the surrounding neighborhood.

H. Impacted neighborhoods should be invited to review proposed designs before construction begins.

I. To maintain the utility of the public right-of-way for the mobility of all users, access location and spacing to arterial and collector streets will be controlled.

Objective 3: The City will continue to promote traffic safety by enforcing clear vision area regulations applicable to public and private property located at intersections. The existing clear vision area ordinance shall be reviewed and revised as needed to ensure that fences, hedges, foliage and other landscaping features do not obstruct the line of sight of drivers and cyclist entering intersections.

Policies:

A. The City will work with federal, state and other local government agencies to promote traffic safety education and awareness, emphasizing the responsibilities and courtesies required by drivers and cyclist.

B. Through its law enforcement resources, the City will continue to work to increase traffic safety by actively enforcing the City and State motor vehicle codes.

C. The City should place a higher priority on funding and constructing street projects that address identified vehicular, bicycle, and pedestrian safety problems than those projects that solely respond to automotive capacity deficiencies in the street system. Exceptions are those capacity improvements that are designed to also resolve identified safety problems.

D. The City will work to increase traffic safety by requiring private property owners to maintain clear vision areas adjacent to intersections and driveways clear of fences, landscaping, and foliage that obstruct the necessary views of

motorist, bicyclist, and pedestrians.

E. The City should develop a process for identifying and addressing areas prone to traffic accidents.

Objective 4: Efficiently plan, design, and construct City-funded street improvement projects to meet the safety and travel demands of the community

Policies:

A. The City will select street improvement projects from those listed in the Winston Transportation System Plan when making significant increases in system capacity or bringing arterial or collector streets up to urban standards. The selection of improvement projects should be prioritized based on consideration of improvements to safety, relief of existing congestion, response to near-term growth, system-wide benefits, geographic equity, and availability of funding.

B. To maximize the longevity of its capital investments, the City should design street improvement projects to meet existing travel demand and, whenever possible to accommodate anticipated travel demand for the next 20 years of that facility.

C. Proposed new arterial and collector street alignments will be surveyed and delineated after their adoption in the Winston Transportation System Plan. The determination of alignments will allow for the preservation of land for public right-of-way and give advance notice to property owners and citizens where future expansions of the street system will occur.

D. The City should involve representatives of affected neighborhoods and citizens in an advisory role in the design of street improvement projects.

Objective 5: A street system that is improved to accommodate travel demand created by growth and development in the community.

Policies:

A. The City will require Traffic Impact Analysis as part of land use development proposals to assess the impact that a development will have on the existing and planned transportation system. Thresholds for having to fulfill this requirement and specific analysis criteria shall be established in the Winston Public Facilities Plan.

B. The City should require new development to make reasonable site-related

improvements to connecting streets where capacity is inadequate to serve the development.

C. The City may require new development to pay charges towards the mitigation of system-wide transportation impacts created by new growth in the community through established Street System Development Charges (SDCs) and any other street fees that are established by the City. These funds can be used towards improvements to the street system. Projects funded through these charges are growth-related and should be selected from the approved list and prioritized based upon the established criteria.

4. PUBLIC TRANSIT GOALS, OBJECTIVES & POLICIES

Goal: A transit system that provides convenient and accessible transit services to the citizens of the Winston Urban Area.

Objective 1: Ensure that transit services be accessible to Winston Urban Area residences and businesses.

Policies:

A. The City of Winston will continue to support and maintain the Winston Dial-a-Ride Bus Program

B. The City will work with the local transit provider to encourage transit services to be routed in a manner that, where practical, service coverage is provided within a ¼ mile walking distance of Winston Urban Area residences and businesses.

C. To encourage accessibility and increased rider ship, the City should continue to encourage future transit-supportive land uses, such as mixed uses, multiple-family, and employment centers to be located on or near transit corridors.

D. Through its zoning and development regulations, the City will continue to facilitate accessibility to transit services through transit-supportive street scape, subdivision, and site design requirements that promote pedestrian connectivity, convenience and safety.

E. The City should include the consideration of transit operation in the design and operation of street infrastructure wherever it is appropriate.

F. The City will support the continued development and implementation of accessible fixed-route and appropriate complementary "Dial-a-Ride" services.

G. The City of Winston will encourage connectivity between different travel modes. The Winston public transit facilities should be accessible by pedestrian, bicycle, bus and automobile travel modes.

H. The City should cooperate with the local transit provider to identify and include features beneficial to transit riders and transit district operations when developing plans for roadway projects.

I. The City should support the local transit providers' efforts to provide pleasant, clean, safe, comfortable shelters along transit lines, at or near transit stops.

J. The City should install bike racks or lockers at transit stops when adequate financial resources are available.

K. The City should identify park and ride, bike and ride, and walk and ride lots in Winston to support ride sharing.

Objective 2: Increase overall daily transit rider ship in the Winston Urban Area, to mitigate a portion of the traffic pressures expected by regional growth.

Policies:

A. Through reducer programs and other Transportation Demand Movement (TDM) efforts, the City should work with Winston employers and government agencies to encourage commuter transit rider ship through voluntary, employer-based incentives such as subsidized transit passes and guaranteed ride home programs.

B. The City will work through the local public transit provider reducer programs and other Transportation Demand Movement (TDM) efforts to assist in the effective marketing of the local transit provider services to Winston Urban Area residents and businesses.

C. The City will encourage promotional and educational activities that encourage school children and other people to use public transit.

5. TRANSPORTATION SYSTEM MANAGEMENT GOAL, OBJECTIVES & POLICIES

Goal: To maximize the efficiency of the existing surface transportation system through management techniques and facility improvements.

Objective 1: A system of traffic control devices maintained and operated at an optimal volume/capacity ratio that is consistent with existing funding levels.

Policies:

A. The City will regularly maintain all of the traffic control devices (signs and markings) within its inventory to minimize congestion and driver delay due to confusion. While priority shall always be given to regulatory and warning signs, informational (street name and directional) signs shall also be given proper maintenance.

B. The City will encourage Douglas County and ODOT to regularly maintain all of the traffic control devices on County and State maintained roads within the City of Winston and its Urban Growth Area

Objective 2: To maximize the effective capacity of the street system through improvements in physical design and management of on-street parking.

Policies:

A. The City should give the physical improvement of intersections a higher priority in the design process than general street corridor widening, when seeking ways to increase capacity and relieve congestion on a street.

B. The City should facilitate implementation of bus bays by the local public transit provider on congested City collector and arterial streets as a means of facilitating traffic flow during peak travel periods. The feasibility, location and design of bus bays for City Streets shall be developed in consultation between the City and the local public transit provider.

C. The City should facilitate implementation of bus bays by the local public transit provider on congested collector and arterial roads maintained by Douglas County and ODOT. The feasibility, location and design of bus bays for County and State maintained roads shall be developed in consultation between the City, County, ODOT and the local public transit provider.

6. ACCESS MANAGEMENT GOAL, OBJECTIVE & POLICIES

Goal: To increase street system safety and capacity through the adoption and implementation of access management standards.

Objective 1: The City will develop and adopt specific access management standards to be contained in the Department of Public Works Standard Details, based on the following policies:

Policies:

- A. Properties with frontage along two streets shall take primary access from the street with the lower classification
- B. Any one development along the arterial street system will be considered in its entirety, regardless of the number of individual parcels it contains. Individual driveways will not be considered for each parcel.
- C. Shared, mutual access easements should be designed and provided along arterial street frontage for both existing and future development.
- D. The spacing of access points will be determined based on street classification. Generally, access spacing includes accesses along the same side of the street or on the opposite side of the street. Access points should be located directly across from existing or future access points, provided adequate spacing results.
- E. All access to the public right-of-way will be located, designed, and constructed to the approval of the Public Works Superintendent, or his designee. Likewise, variances to access management standards should be granted at the discretion of the Public Works Superintendent, or his designees.
- F. The City will incorporate access management standards into all of its arterial street design projects. Access management measures may include, but are not limited to, construction of raised medians, driveway consolidation, driveway relocation, and closure of local street access to the arterial.
- G. Consistent with the City's goal of improving mobility, the City should consider developing access management projects for any congested arterial to help improve safety and traffic flow. Access management projects may include, but are not limited to, construction of raised medians, driveway consolidation, driveway relocation, and closure of local street access to the arterial.
- H. The City should maintain carrying capacity and safety of pedestrian, bicycle, public transit and motor vehicle movement on arterial and collector streets through driveway and curb cut consolidation or reduction.
- I. The City will discourage direct access onto streets designated as collector and arterial whenever an economically feasible alternative exist or can be made available.
- J. The City should require design that combines multiple driveway accesses

to a single point in a residential and commercial development along collector and arterial streets.

7. TRANSPORTATION DEMAND MANAGEMENT GOAL, OBJECTIVES & POLICIES

Goal: To reduce the demands placed on the current and future transportation system by the single-occupant automobile.

Objective 1: The City of Winston will encourage the use of alternative travel modes by serving as an institutional model for other agencies and businesses in the community.

Policies:

A. The City should serve as a leading example for other businesses and agencies by maximizing the use of alternative transportation modes among City employees through incentive programs. The City should provide information on alternative transportation modes and provide incentives for employees who use alternatives to the single-occupant automobile.

B. The City should offer flexible schedules and compressed work-week options whenever feasible, as a way of reducing travel demand. The City should allow employees to telecommute, whenever feasible.

Objective 2: The City will work towards reducing the Vehicle Miles Traveled (VMT) in the Winston Urban Area by assisting individuals in choosing alternative travel modes.

Policies:

A. The City will encourage major employers to allow work arrangements providing an alternative to the 8-to-5 work schedule. These arrangements shall include, but are not limited to, employee flex-time programs, staggered work hours, and compressed work week.

B. The City will encourage major employers to allow telecommuting when feasible.

C. The City and major employers should encourage ride sharing by making ride sharing more convenient.

D. The City should encourage major employers to work with the local public transit provider to adopt trip reduction goals designed to reduce site vehicular

trip generation.

Pedestrian and Bicycle Transportation

Introduction

Habit, as established by our nationwide dependence on the automobile since the end of World War II, accounts for most of the situations in which citizens elect the automobile as a standard travel mode. Less apparent reasons for these choices are the perception of a greater distance than actually exist and the presence of unsafe, unaesthetic or intimidating barriers to travel that discourage people from walking or cycling.

Bicycling and walking are now recognized as an important element of a multimodal transportation system. It provides a viable transportation option for people who cannot or choose not to use private automobiles. Bicycling helps to reduce traffic congestion and air pollution, helps to conserve energy resources, and is an increasingly popular form of recreation and exercise.

Like other cities, Winston should reduce auto dependence in the face of compromised air quality, traffic congestion, and large subsidies for our road systems. The community must avoid further increases in automobile traffic by expanding the number of short trips made on foot or by bicycle.

Walkway and Bikeway Design

Two factors are critical in walkway and bikeway design. Pedestrian and bicycle facilities must be routinely considered as part of the total design on all transportation projects. Furthermore, individual walkways and bikeways must be designed to be safe, convenient, attractive and easy to use.

Pedestrian

Sidewalks provide separation from traffic and other obstructions such as signpost, utility and signal poles, mailboxes, parking meters, fire hydrants, tress and other street furniture. Obstructions should be placed between the sidewalk and roadway to create a "buffer" for increased pedestrian comforts. Planted strips between the sidewalk and roadway create an attractive environment by buffering pedestrians from traffic and increasing their comfort and safety by making streets more inviting. The extra separation from motor vehicle traffic decreases road noise, prevents water in puddles from splashing onto sidewalk users and generally increases a walker's sense of security. Ideally, sidewalks should be provided on both sides of streets.

Accessible sidewalks must be available to people with disabilities unless

topography makes construction unfeasible. Special attention must be given to curb ramps and vertical clearance. Accessible walkways must be conveniently tied into adjacent development walkways.

Bicycle

The type of bikeway provided on a street should be based on the motor vehicle traffic volumes and speeds that share the roadway. Shared roadways are common on neighborhood streets and on rural roads and highways. Generally, shared roadways are suitable in areas with speeds of 25mph or less, or low traffic volumes of 3,000 ADT or less (depending on speed and land use).

On existing roadways where bike lanes are not possible due to constraints such as buildings or environmentally sensitive areas, the Oregon Bicycle and Pedestrian Plan recommends a wide outside lane and reduced travel speeds of 25 mph, or less. This option, however, is recommended only after alternatives, such as narrowing or removing travel or parking lanes are examined.

Bike lanes are the appropriate facility for bicyclist on arterial roads. Bike lanes help define the road space, provide bicyclist with obstruction-free paths, decrease bicyclists' stress in traffic and remind motorist of cyclist' right to the road. Bike lanes are one-way facilities that carry traffic in the same direction as adjacent motor-vehicle traffic; bike lanes should always be provided on both sides of a two-way street.

Effective Walkways and Bikeways

A street network should serve the transportation needs of everyone in the community. Well-worn dirt paths where sidewalks would usually be, as well as bicyclist riding on sidewalks, demonstrate that pedestrians and bicyclist use streets even if no facilities exist.

In Winston, the street network is the primary transportation infrastructure with most destinations oriented to the street. With the most direct and convenient travel routes, this network should contain pedestrian and bicycle travel corridors where walkers and cyclist will be more visible than they are on separate pathways. Incorporating these corridors into the street network is economical and efficient and reduces the need for additional easements or maintenance.

Existing Walkways and Bikeways

All of the arterial streets (Highway 42/Douglas Boulevard, Highway 42/Main Street, Old Highway 99/Main Street, and Lookingglass Road) are equipped with sidewalks. Residential collectors, residential streets and local access ways, however, lack continuous sidewalks in many places. Sidewalks are provided

most consistently in the downtown area and sporadically in different areas of the City. Current development codes require sidewalks to be installed with all new subdivisions. Arterial streets such as Highway 42/Douglas Boulevard, Highway 42/Main Street, and Old Highway 99/Main Street have bike lanes on both sides. Other residential streets accommodated with bike lanes are: Thompson Avenue, Gregory Drive, Darrell Avenue, Grape Avenue, Edwards Avenue and NW Glenhart Avenue.

A bikeway system map identifying existing bicycle facilities and a map identifying future proposed bicycle and pedestrian projects was adopted as part of the Winston Transportation System Plan by City Council in June 2003.

Pedestrian and Bicycle Needs

Connectivity is the greatest problem for the pedestrian and bicycle system within the City of Winston. Neither system fully connects schools, parks and commercial areas within the community. Another problem is that some streets have very long blocks with no direct bicycle or pedestrian connections. Some of the deficiencies can be corrected through the development of a number of roadway connections; however, several arterial streets within Winston still need to be retrofitted with bicycle and pedestrian based improvements to fully correct deficiencies.

Sidewalks should be provided on both sides of all future arterial, collector, and local streets within the City of Winston. Winston is a very pedestrian oriented community with very few sidewalks and pedestrian facilities. Landscaping and other treatments need to be installed that create a more inviting environment for pedestrians.

Striped on-street bicycle lanes should be provided on all arterial and collector streets. Bicycles lanes should also be provided anywhere that it may be necessary to ensure safe bicycle travel. In some instances, the provision of separately striped bicycle lanes on arterial and collector streets may require street widening and perhaps the acquisition of additional right-of-way.

Both Gregory Drive and Darrel Avenue are very long blocks that discourage residents from walking to destinations within the City. Pedestrians avoid walking because they must travel so far out of direction to get to the downtown area, the library, city hall, and other locations. Providing a mid-block pedestrian path would make the Winston town center more accessible to pedestrians and bicyclist on the east side of the City.

An off-street bicycle path should be provided between Cary Street and Civil Bend

Avenue in the Vicinity of Tumlin Avenue. This would allow bicyclist to access the elementary school from neighborhoods on the west side of Highway 42 without having to access Highway 42 or Lookingglass Road. Currently, there are no pedestrian/bike connections between Cary Street and Civil Bend Avenue. Children walking between McGovern Elementary School and their homes must walk on either Highway 42 or Lookingglass Road.

The bicycle and pedestrian path connecting the City with Douglas High School is a valuable beginning for an area-wide network of paths. An area-wide network of paths should continue to be established following the proposed Riverbend Bicycle/Pedestrian Pathway Network, which is shown on the Bicycle and Pedestrian Facilities Map. This network of paths should follow facility design standards listed in the Oregon Bicycle and Pedestrian Plan. When feasible this path should be removed from the roadways and located along a river or a greenbelt such as a rail-trail-conversion. To establish a good comprehensive area-wide network of pedestrian/bicycle pathways, the following improvements should be included in the construction of the pathway network, which is also shown on the Bicycle and Pedestrian Facilities Map.

" Add bicycle lanes along Thompson Avenue from Old Highway 99/Main Street east to the area of the regional sewer line, then northward on Winston Section Road, then westward on Pepsi Road to Highway 42 north of town.

" Add an off-street pedestrian/bicycle path from Thompson Avenue south directly to the South Umpqua River (path starting on Riverbend Park property), then east along the rivers edge to Parkinson Road, then east to Winston Section Road.

" Add bicycle lanes from Highway 42 west along Lookingglass Road to Brockway Road, then south to Highway 42, then east on Highway 42 to the High School.

" Add pedestrian facilities from the High School east along Highway 42, then north on Rose Street to Jorgens Street, then east to Highway 42, then to the Lookingglass Road intersection.

" Add bicycle and pedestrian facilities from Suksdorf Street east to Ronald Street, then north on Ronald (street connection needed) to Brosi Orchard Road, then east to the sewer line easement.

" Add an off-street pedestrian/bicycle path along a proposed collector street from Brockway Road to Highway 42 on the north side of Lookingglass Creek.

" Add a bicycle lane along Brockway Road from Lookingglass Road, south to the Urban Growth Boundary.

" Add an off-street pedestrian/bicycle path between Cary Street and Civil Bend Avenue.

" Improve pedestrian way on both sides of Cary Street.

- " Add an off-street pedestrian/bicycle path from Lookingglass Creek along rivers edge to the Winston-Dillard Water Treatment Facility, then to Oak Street.
- " Add a pedestrian path from Gregory to Darrell Avenue.
- " Provide pedestrian path on Sherry Street, and Rose Avenue.
- " Striped on-street bicycle lanes should be developed on all collector and arterial streets.
- " Pedestrian paths on both sides of Grape Street.
- " Improve pedestrian way on both sides of Newton Drive.
- " Improve pedestrian way along Safari Roads south.
- " Construct pedestrian path on both sides of Brosi Orchard Road.

The Pedestrian and Bicyclist Environment

The pedestrian and bicyclist environment consist of the pathway and the area around and above it. Walkers and bicyclist moving at a slower pace absorb much more of the surrounding environment than motorist can. As a result, features, which typically appeal to the senses, make walking and cycling a more attractive option.

Streets are typically designed for automobiles, which isolate their drivers from the physical street environment. As a result, street design tends to neglect creation of an attractive pedestrian environment. Street design needs to create appealing pedestrian and cyclist environments in order to increase the number of these types of trips made.

Convenience of travel, safety from vehicles and an interesting environment must all be addressed in the physical design of the pedestrian and bicycle facilities. These needs are ensured on what can be described as transportation balanced streets. These streets have narrow driving lanes, tight curb turning radii at corners, a buffer of on-street parking, planting strips between car lanes, and sidewalks and building front doors and windows at the sidewalk and street. Traffic calming measures may be necessary on neighborhood streets, which experience high traffic flows.

The pedestrian and bicyclist environment design must account for different types of trips. People's willingness to use alternative forms of transportation depends on the situation. Studies show people will walk two or three minutes (one-eighth mile), from a parked car to the entrance of their destination. In a neighborhood, or an employment area, people will walk five minutes (one-quarter mile), from the core to the periphery. People will walk about twice as far - ten minutes (one-half mile) to get to school or work.

Pedestrian Goals, Objectives and Policies

Goal: To provide a comprehensive system of connecting sidewalks and walkways that will encourage and increase safe pedestrian travel.

Objective 1: The City of Winston will create a comprehensive system of pedestrian facilities.

Policies:

A. The City should establish evaluation criteria for prioritizing sidewalk projects.

B. The City will identify a systematic approach to filling gaps in the sidewalk system

C. The City should continue to inventory and map existing pedestrian facilities.

D. The City should establish a Sidewalk Construction Program to complete the pedestrian facility network.

E. Sidewalks and walkways should complement access to transit stations/stops and multi-use paths. Activity centers and business districts should focus attention on and encourage pedestrian travel within their proximity.

F. All future new street development should include sidewalks and pedestrian access construction as required by the Winston Zoning Ordinance and adopted Street Standard Details. All major road construction or renovation projects, except maintenance and pavement preservation projects, shall include sidewalks.

G. Encourage ODOT and Douglas County to have marked crosswalks at all signalized intersections. Crosswalks at controlled intersections should be provided near schools, commercial areas, and other high volume pedestrian locations on collector and arterial streets within the City and Urban Growth Area.

H. The location and design of sidewalks will comply with the requirements of the Americans with Disabilities Act.

I. The City should require pedestrian and bicycle easements to connect neighborhoods and reduce vehicle trips. The City shall modify the street vacation process so pedestrian and bicyclist through-access is maintained.

J. Pedestrian walkway or access way connections should be required

between adjacent developments when roadway connections cannot be provided.

Objective 2: Mixed-use development that encourages pedestrian travel by including housing close to commercial and institutional activities will be encouraged.

Policies:

A. The Zoning Ordinance provisions for mixed-use development will be reviewed to consider changes that will increase opportunities and incentives for mixed-use development.

B. The City should establish standards for the maintenance and safety of pedestrian facilities. These standards shall include the removal of hazards and obstacles to pedestrian travel, as well as maintenance of benches and landscaping.

C. Zoning will be developed to allow for mixed land uses that promote pedestrian travel.

D. The City should encourage efforts that inform and promote the health, economic, and environmental benefits of walking for the individual and community. Walking for travel and recreation should be encouraged to achieve a healthier environment that reduces pollution and noise, and will foster a more livable community.

E. The City will encourage the development of a connecting, multi-use trail network, to be known as the Riverbend Bicycle/Pedestrian Pathway Network.

F. The City should provide sidewalks and other amenities to make pedestrian access to bus stops easier.

Objective 3: The City of Winston will encourage education services and promote safe pedestrian travel to reduce the number of accidents involving pedestrians.

Policies:

A. The City will encourage schools, safety organizations, and law enforcement agencies to provide information and instruction on pedestrian safety issues that focus on prevention of the most important accident problems. The program shall educate all roadway users of their privileges and responsibilities when driving, bicycling and walking.

B. The City will enforce pedestrian safety laws and regulations to help

increase safety as measured by a reduction in accidents. Attention should be focused on areas where high volumes of automobile and pedestrian travel occur. Warnings and citations given to drivers and pedestrians will serve to impress the importance of safety issues.

C. Pedestrian traffic should be separated from auto traffic on streets and in parking lots.

Bicycle Goal, Objective and Policies

Goal: To facilitate and encourage the increased use of bicycle transportation in Winston by assuring that convenient, accessible and safe cycling facilities are provided.

Objective 1: The City of Winston will create a comprehensive system of bicycle facilities.

Policies:

A. The City of Winston recognizes bicycle transportation as a necessary and viable component of the transportation system, both as an important transportation mode, and as an air quality improvement strategy.

B. The City of Winston should progressively develop a linked bicycle network to be known as the Riverbend Bicycle/Pedestrian Pathway Network. Focus shall first be on the arterial and collector street system, and concentrating on the provision of bicycle lanes, to be completed within the planning period (20 years). The bikeway network will serve bicyclists' needs for travel to workplaces, the commercial district, transit stops, schools and recreational destinations.

C. The City of Winston will use all opportunities to add bike lanes in conjunction with road reconstruction and striping projects on collector and arterial streets.

D. The City of Winston should encourage ODOT and Douglas County to use all opportunities to add bike lanes in conjunction with road reconstruction and striping projects on collector and arterial streets.

E. The City of Winston will assure that the design of streets and public improvement projects facilitate bicycling by providing proper paving, lane width, traffic control, storm drainage grates, striping, signage, lighting, etc.

F. The City of Winston should assure regular maintenance of existing City

bicycle facilities and encourage ODOT and Douglas County to regularly maintain State/County bicycle facilities which will include taking actions to improve crossings at creeks and major streets.

G. The City of Winston should assure the provision of bicycle racks and/or shelters at critical locations within the downtown and other locations where publicly provided bicycle parking facilities are called for.

H. The City of Winston will actively work with ODOT to improve bicycling on State Highway 42 within the City and Urban Growth Area.

I. The City of Winston will actively work with Douglas County to improve bicycling on County maintained roads within the City and Urban Growth Area.

J. The City of Winston should support the local transit provider in their efforts to facilitate bikes on buses and bicycle facilities at transit stations and stops.

K. The City will encourage bicycle recreation.

L. The City will require sidewalks and pedestrian access in all new developments.

M. The City will coordinate bicycle planning efforts within the City and Urban Growth Area with Douglas County and ODOT.

City of Winston

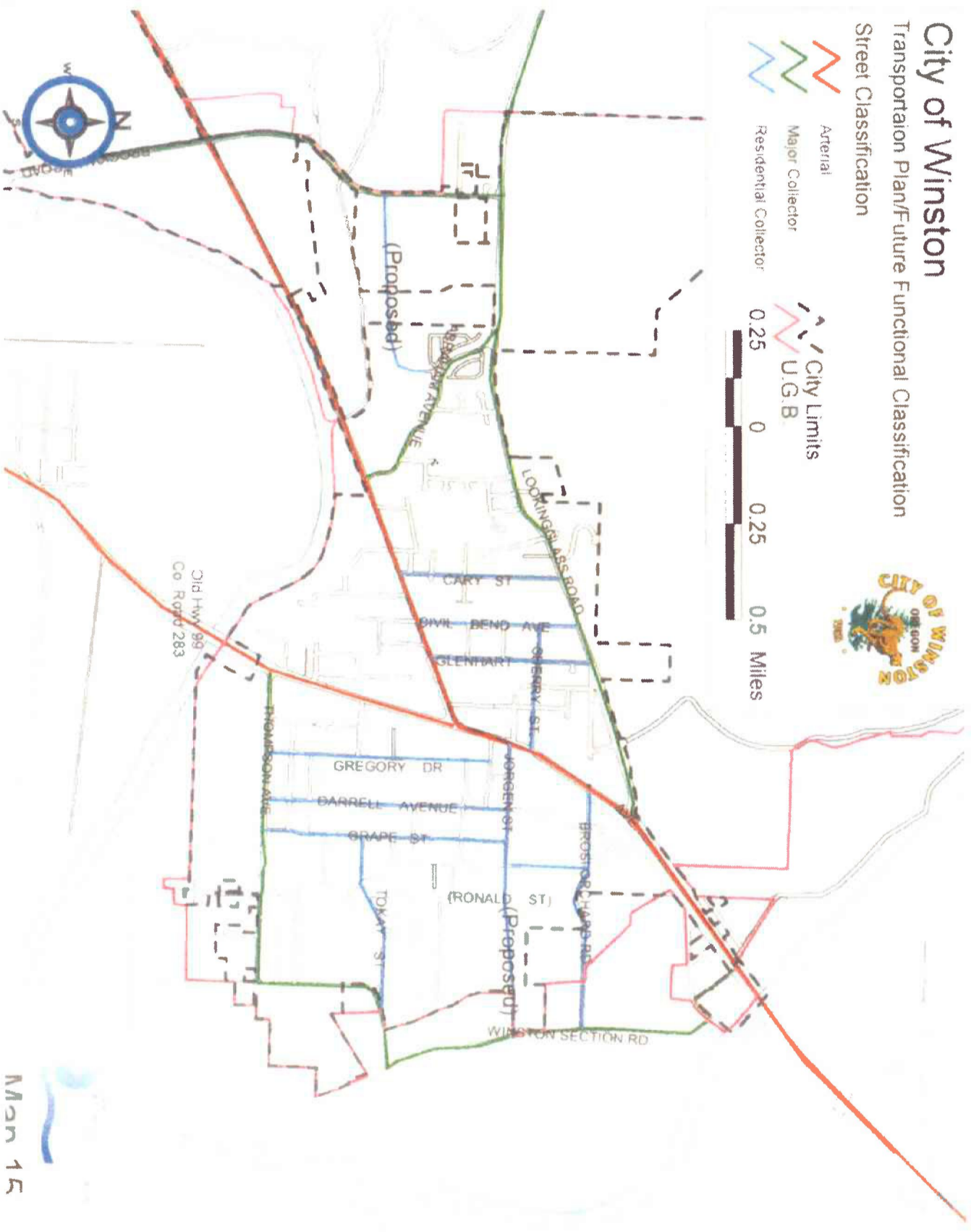
Transportation Plan/Future Functional Classification

Street Classification



- Arterial
- Major Collector
- Residential Collector

- City Limits
- U.G.B.



Map 15

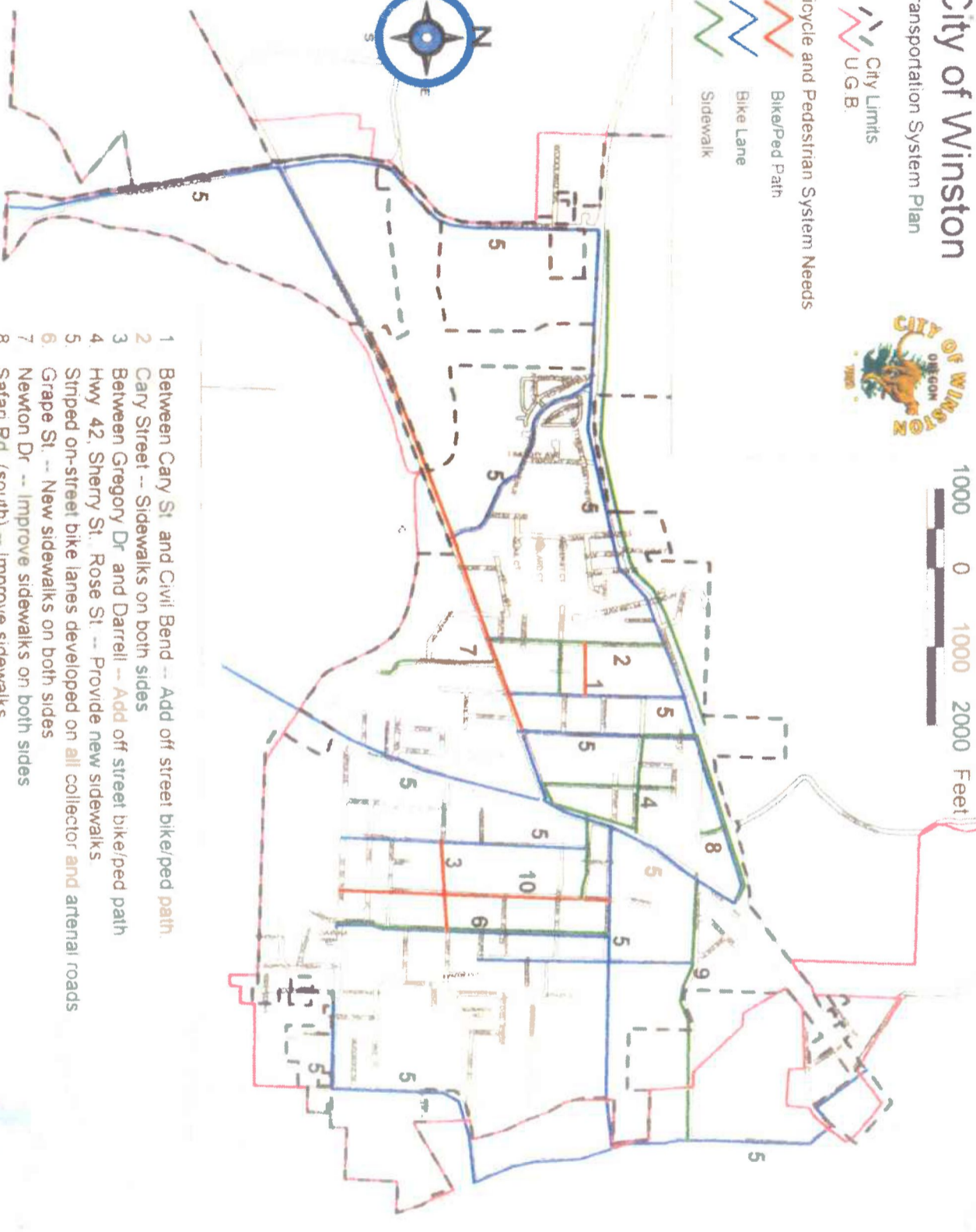
City of Winston

Transportation System Plan



Bicycle and Pedestrian System Needs

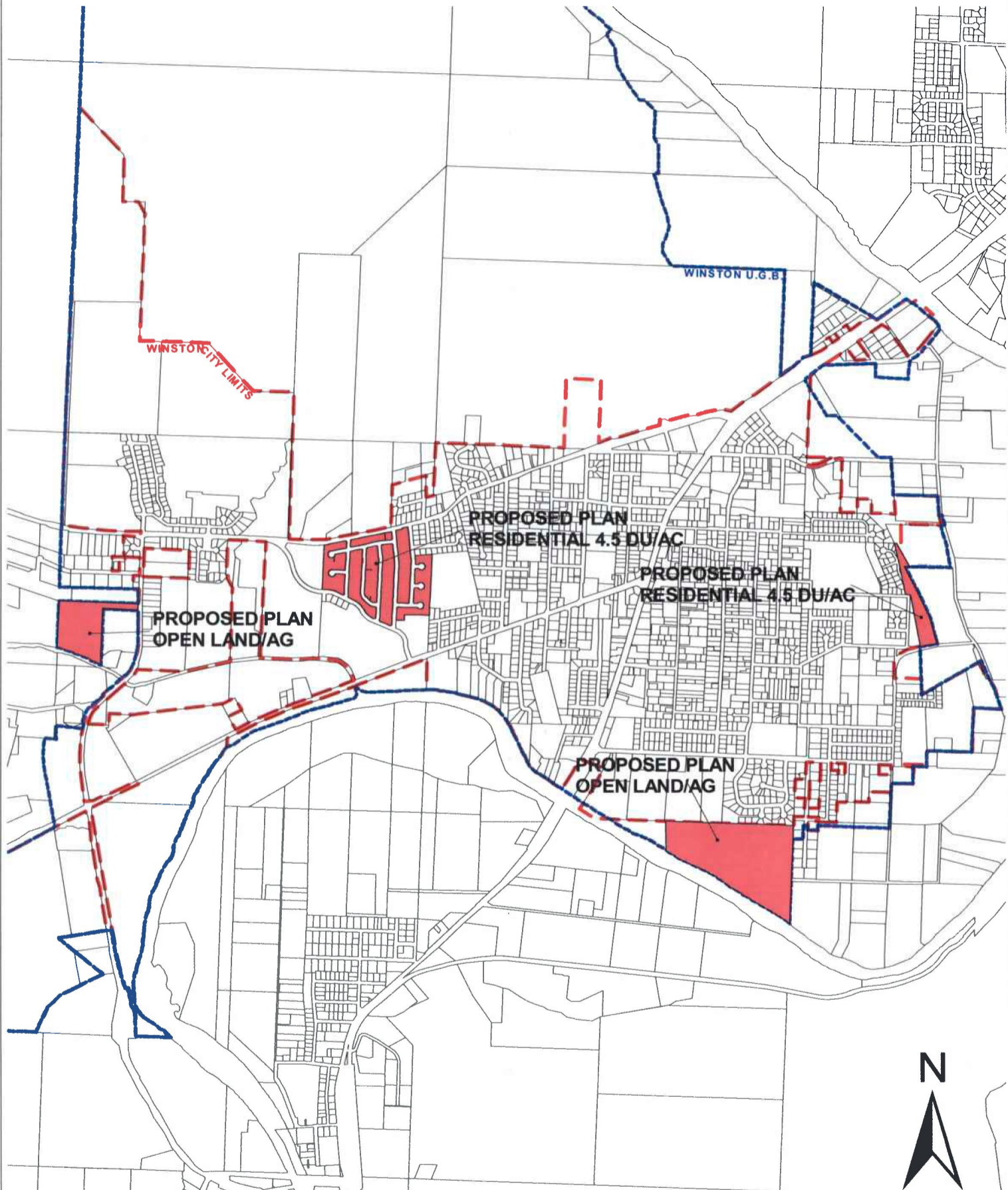
-  City Limits
-  U.G.B.
-  Biker/Ped Path
-  Bike Lane
-  Sidewalk



- 1 Between Cary St. and Civil Bend -- Add off street bike/ped path.
- 2 Cary Street -- Sidewalks on both sides
- 3 Between Gregory Dr. and Darrell -- Add off street bike/ped path
- 4 Hwy 42, Sherry St., Rose St. -- Provide new sidewalks.
- 5 Striped on-street bike lanes developed on all collector and arterial roads
- 6 Grape St. -- New sidewalks on both sides
- 7 Newton Dr -- Improve sidewalks on both sides
- 8 Safari Rd (south) -- Improve sidewalks
- 9 Brosi Orchard Rd -- New sidewalks on both sides
- 10 Darrell Ave -- New Bike/Ped path

Revised September 2009

PROPOSED NEW PLAN DESIGNATIONS

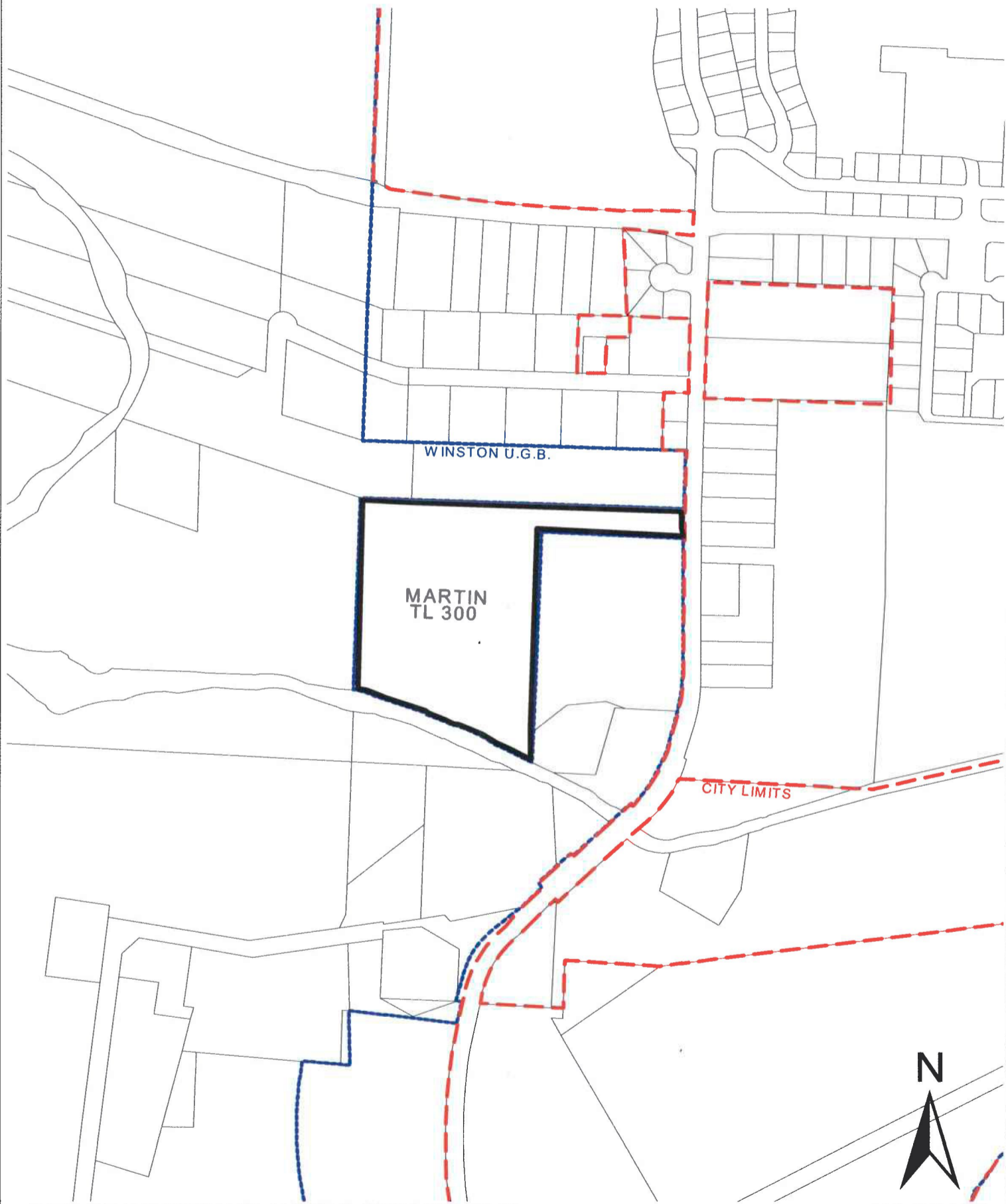


CITY OF WINSTON PLANNING DEPARTMENT

NO SCALE

MARTIN PROPERTY
T28S R6W SEC 20C

PROPOSED COMP PLAN CHANGE
MAP 1

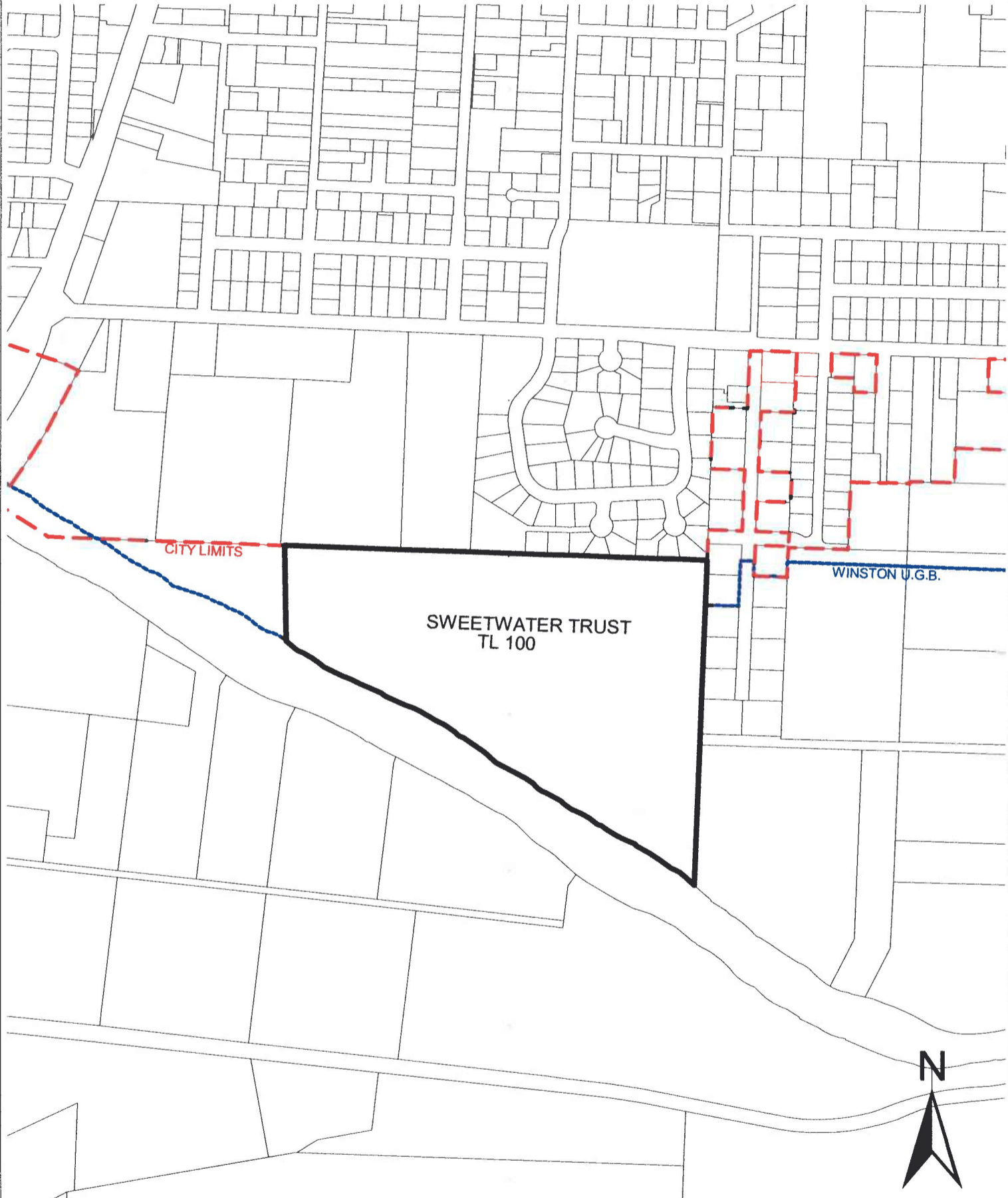


CITY OF WINSTON PLANNING DEPARTMENT

N
NO SCALE

**SWEETWATER TRUST PROPERTY
T28S R6W SEC 28A**

**PROPOSED COMP PLAN CHANGE
MAP 2**



CITY OF WINSTON PLANNING DEPARTMENT

NO SCALE

ABRAHAM AVE AREA
T28S R6W SEC 20AD

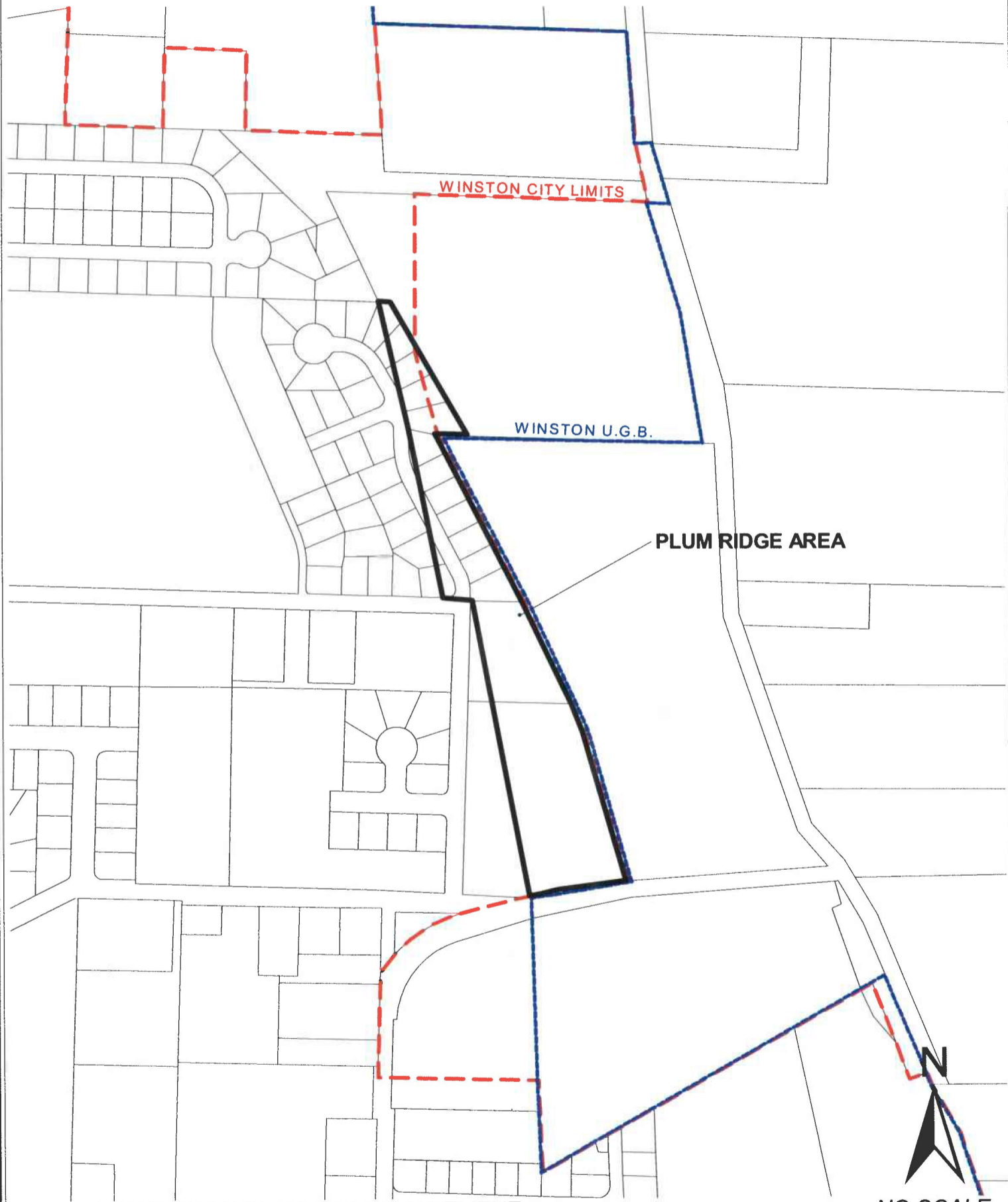
PROPOSED COMP PLAN CHANGE
MAP 3



CITY OF WINSTON PLANNING DEPARTMENT

**PLUM RIDGE AREA
T28S R6W SEC 22BC & 22BD**

**PROPOSED COMP PLAN CHANGE
MAP 4**



CITY OF WINSTON PLANNING DEPARTMENT

NO SCALE

**ZONING
ORDINANCE
AMENDMENTS**

Winston Zoning Ordinance Amendments

Zoning Map

- Sweetwater Trust and Martin Properties (shown on Zoning Map 1 and 2) are within the UGB and currently do not have a City plan or zone designation. This change will place an Agriculture Open Space Zoning. Amend the Zoning Map to add the Agriculture/Open Space zone as a legislative update for these properties.
- Abraham Avenue area (as shown on Zoning Map 3) is within City limits and research has revealed the zone was altered without following the proper process. The zoning will be corrected by amend the Zoning map to Residential Low Density A for specific properties on the east side of Abraham Road.
- Plum Ridge area (as shown on Zoning Map 4) is within City limits and research has revealed the zone is incorrect. The zoning will be corrected by amending the Zoning map with a legislative update on the east side of Plum Ridge to change the Plan Map from Agriculture Open Space to Residential Low Density A (as shown on Comprehensive Map 4).

Zoning Ordinance

Page 9

Section 1.020 Definitions:

Area of Special Flood Hazard. The land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year. Also See Base Flood.

Flood/Flooding. A general and temporary condition of partial or complete innundation on normally dry land from: (1) the overflow of inland waters or (2) the unusual and rapid accumulation of runoff of surface waters from any surface.

Recreational Vehicle. ~~A vacation trailer or a self-propelled vehicle or structure equipped with wheels for highway use and which is intended for human occupancy and is being used for vacation and recreational purposes, but not for residential purposes, and is equipped with plumbing, sink or toilet.~~ **A vehicle which is (a) built on a single chassis; 400 square feet or less when measured at the largest horizontal projection; (b) designed to be self-propelled or permanently towable by a light duty truck; and (c) designed primarily not for use as a permanent dwelling but as temporary living quarters for recreation, camping, travel, or seasonal use.**

Substantial Damage. Damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

Substantial Improvement. Any repair, construction, **reconstruction,** or **other** improvement of a structure, the cost of which equals or exceeds fifty (50) percent of the market value of the

structure, either:

1. before the improvement or repair is started; or
2. if the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition, "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure.

This term includes structures which have incurred "substantial damage" regardless of the actual repair work performed. The term does not, however, include either:

(1) any project for improvement of a structure to comply with existing state or local health, sanitary or safety code specifications which are solely necessary to assure safe living conditions; or

(2) any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.

Page 30

SECTION 3.030. Zoning of Annexed Areas

Areas annexed to the City shall retain their existing zoning classifications **unless a change is requested by the property owner pursuant to the criteria in the Zoning Ordinance.** until they are rezoned by the City. ~~The Governing body may rezone such areas(s) to City zoning classification(s) concurrent with the effective date of the annexations(s). At the option of the Governing Body such rezoning may be heard by the Commission pursuant to Section 11, or the choice of zoning classification(s) for such area(s) may be done as legislative act(s) within the authority of the Governing Body. In either event, the Governing Body may seek recommendations from the Commission regarding such zoning classifications. Such classifications shall conform to the criteria set forth in Section 3.042, conditions may be imposed as provided in Section 3.043 and the official map shall be changed as provided in Section 3.044.~~

Page 31

SECTION 3.053. Grant of Authority for Zone Change

The Governing Body shall have the authority to order a **legislative zone** change in the official map to effectuate the rezoning of property as provided by the provisions of this Ordinance. ~~The Governing body should shall order a change in the official map within ten (10) days of the date the decision becomes final.~~

(Page 11 - Definition of Dwelling, Multi-family - no changes proposed to the definition. Referenced to show the need for consistency in the following changes)

Page 38 Section 4.030 Section 1

- c. Duplex~~s~~
- d. Triplex **Multi-family dwelling (limited up to four units only)**
- e. ~~Fourplex~~

Page 40 - b. Duplex, ~~triplex, or fourplex~~ (by definition a triplex and fourplex is a multi-family dwelling which is found in Sub-section c.)

Page 69 e. Zero Property Line Development.

(ii) All lots utilizing zero property line shall be clearly identified on the development plan. Once approved, such specified lots shall be considered fixed and shall not be transferable except as ~~proved~~ **provided** in **the Planned Unit Development or as in Section iv of this subsection.**

Page 53

c. Bakery **or Restaurant**

h. Restaurant **Retail Sales**

Page 81

SECTION 5.010. Access. Every lot shall abut a street, other than an alley, for a width of at least twenty-five (25) feet. **Except in circumstances where access is provided for in the Subdivision Ordinance Section 11, Subsection C.**

Page 82 SECTION 5.035 Grading

Purpose. The purpose of this section is to mitigate, minimize or eliminate the adverse impacts caused by grading, fill and excavation activities on public or private property.

- 1. A city-issued grading permit shall be required before the commencement of any filling or grading activities.**
- 2. Those fill and grading activities proposed to be undertaken and reviewed in conjunction with a land use application, including but not limited to subdivisions, planned unit developments, and partitions, are subject to the standards of this chapter. A separate grading permit is not required.**
- 3. Grading permit exemptions. The following filling and grading activities shall not require the issuance of a grading permit:**
 - a. Excavation for utilities, or for wells or tunnels allowed under separate permit by other governmental agencies or special districts;**
 - b. An excavation below finished grade for basements and footings of a building, retaining wall or other structure authorized by a valid building permit.**
 - c. Farming practices as defined in ORS 30.930 and farm uses as defined in ORS 215.203, except that buildings associated with farm practices and farm uses are subject to the requirements of this chapter;**
 - d. Excavation for cemetery graves;**

- e. Sandbagging, diking, ditching, filling or similar work when done to protect life or property during an emergency;
 - f. Repaving of existing paved surfaces that does not alter existing drainage patterns;
 - g. Maintenance work on public roads performed under the direction of the city, Douglas County or Oregon State Department of Transportation personnel.
4. Submittal requirements. The Superintendent of Public Works may require:
- a. A grading plan for the proposed project prepared by a professional engineer.
 - b. A stormwater drainage plan that mitigates on-site drainage prepared by a professional engineer.
 - c. For any commercial or industrial development, a geotechnical engineering report prepared by a professional engineer who specializes in geotechnical engineering.
 - d. For any residential development that is over twelve percent slope, a geotechnical engineering report to be prepared by a professional engineer who specializes in geotechnical engineering.
5. The plans will be considered complete only after review, submittal of any requested revision and upon written final approval by the Superintendent of Public Works.

Page 135 Section 8.050 Sub 6 & 7

6. Prior to the issuance of a placement permit for a second dwelling, a development agreement for the approved hardship placement shall be completed and filed with the City Administrator. ~~written authorization shall be filed with the Douglas County Clerk.~~ A copy of the recorded authorization development agreement shall be submitted with, and made a part of, the application for the placement permit.
7. Upon expiration of the time period for which the temporary placement of a second dwelling has been authorized, or when the condition which warranted the authorization no longer exists, or upon revocation of such authorization as provided for in Section 8.060 of this ordinance, the property owner shall have thirty days in which to remove the temporary dwelling from the property, unless a properly filed application for an extension is made. If an extension is authorized, the property owner shall, within 10 days of such extension, ~~file a copy of the written extension with the Douglas County Clerk and~~ return a copy of the approved recorded extension to the City Administrator.

SECTION 8.060. Revocation of Authorization.

1. Authorization for the temporary placement of a second dwelling as provided for in Section 8.050 may be revoked by the **approving authority** (City Administrator or the Planning Commission) upon finding that the conditions which warranted the authorization no longer exist, or upon finding that the applicant has misrepresented the facts upon which the authorization had been granted.
2. Before the Planning Commission may act on such a revocation, it shall hold a public hearing thereon. The **An initial approval by the City Administrator, may be revoked by the City Administrator. The revocation decision** by the **City Administrator** may be appealed to the Planning Commission. **An initial approval by the Planning Commission may be** The revocation **revoked** by the Planning Commission. **The revocation decision by the Planning Commission** may be appealed to City Council.
3. ~~Within five days~~ **The City Administrator shall provide the property owner with written notice of the revocation decision. The notice shall also state that within 15 days from the date of the revocation decision of the City Administrator or Planning Commission shall become effective unless a review of the decision is submitted within fourteen days from the date of the written decision.** after a decision has been rendered with reference to the revocation, the Administrator shall provide the property owner with written notice of the decision **The notice shall state that any review must be submitted pursuant to Section 11.300 regarding a decision of the City Administrator or Section 11.310 regarding a decision of the Planning Commission .**

Page 172 - ARTICLE 15. NUISANCES

- ~~10. Building. For the purposes of this Ordinance, the terms "building" and "structure" shall be synonymous. See "Structure".~~
- ~~14. Structure. An edifice or building or any piece of work or portion thereof which is used or designed or intended to be used for human occupancy, or for storage, which is artificially constructed or composed of parts joined together in some manner and which requires location on or in the ground. This definition shall include, for the purposes of this Ordinance, a manufactured home, modular home or mobile home, and accessories thereto.~~

Page 175 Section 15.021 Fences

~~SECTION 15.021. Fences:~~

- ~~1. No owner or person in charge of property shall construct or maintain a barbed-wire fence thereon, or permit barbed-wire to remain as part of a fence along a sidewalk or public way; except such wire may be placed above the top of other fencing not less than six feet six inches high.~~
- ~~2. No owner or person in charge of property shall construct, maintain or operate an electric fence along a sidewalk or public way or along the adjoining property line of another person.~~
- ~~3. No owner or person in charge of property shall allow a fence to deteriorate in such as~~

manner creating a hazard affecting the public or persons or property on or near the property.

Move to Page 81 Section 5.020 Subsection 1

- a. No owner or person in charge of property shall construct or maintain a barbed-wire fence thereon, or permit barbed-wire to remain as part of a fence along a sidewalk or public way; except such wire may be placed above the top of other fencing not less than six feet six inches high.**
- b. No owner or person in charge of property shall construct, maintain or operate an electric fence along a sidewalk or public way or along the adjoining property line of another person.**
- c. No owner or person in charge of property shall allow a fence to deteriorate in such as manner creating a hazard affecting the public or persons or property on or near the property.**

Page 125 Floodplain Development
SECTION 6.010. Findings of Fact.

1. Flood Losses Resulting from Periodic Inundation. The flood hazard areas of the City of Winston are subject to periodic inundation which results in the loss of life and property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely effect **affect** the public health, safety and general welfare.
2. General Causes of These Flood Losses. These flood losses are caused by:
 - a. The cumulative effect of obstructions in floodways **areas of special flood hazard** causing increases in flood heights and velocities.
 - b. The occupancy of flood hazard areas by uses vulnerable to floods, or hazardous to others, which are inadequately elevated or otherwise **inadequately** protected from flood damage.

Section 6.020 Statement of Purpose. Subsection:

- ~~3. Protect individuals from buying lands which are unsuited for intended purposes because of flood hazard.~~
- 3. Control the alteration of floodplains, stream channels, and natural barriers which help accommodate or channel flood waters;**
- 4. Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;**
- 5. Minimize damage to public facilities and utilities such as water and gas mains,**

electric, telephone and sewer lines, streets and bridges located in areas of special flood hazard;

6. Ensure that potential buyers are notified that property is in an area of special flood hazard; and
7. Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.

SECTION 6.030. General Provisions.

1. Basis for Establishing the Areas of Special Flood Hazard. The areas of special flood hazard identified by the Federal Insurance Administration in ~~a~~ **the** scientific and engineering reports entitled "Flood Insurance Study for Winston, Oregon," **dated September 14, 1974, and "Flood Insurance Study for Douglas County, Oregon, Unincorporated Areas" dated March 4, 1986, with accompanying Flood Insurance Rate Maps**, **is are** hereby adopted by reference and declared to be part of this ordinance. The Flood Insurance Study **ies and Flood Insurance Rate Maps is are** on file at 201 Douglas Boulevard (City Hall), Winston, Oregon 97496.
2. ~~Establishing of Flood Hazard Districts. Section 6.030, paragraph 1, of this ordinance divides the floodplain areas of the City of Winston into the following districts:~~
 - a. ~~The Floodway District (FW).~~
 - b. ~~The Floodway Fringe District (FF).~~
 - c. ~~The Flood Hazard District (FH).~~

Page 126

- ~~3.2~~ Abrogation and Greater Restrictions.
- ~~4.3~~ Interpretation.
- ~~5.4~~ Warning and Disclaimer of Liability.

Page 127

6.040 Administration. Subsection 3.b.

- b. Use of Other Flood Data. When base flood elevation data has not been provided in accordance with Section 6.030, paragraph 1, BASIS FOR ESTABLISHING THE AREAS OF SPECIAL FLOOD HAZARD, the Administrator shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state or other source, in order to administer Sections 6.050. ~~paragraph 2, a, SPECIFIC STANDARDS, Residential Construction, and 6.050, paragraph 2, b, SPECIFIC STANDARDS, Floodways.~~
- c. Information To Be Obtained and Maintained:
 - (i) Where base flood elevation data is provided through the Flood Insurance Study or required as in Section 6.040, paragraph 3, b, obtain and record

the actual elevation (in relation to mean sea level) of the lowest floor (including basement) of all new or substantially improved structures, and whether or not the structure contains basement. **This information shall be provided on a FEMA Elevation Certificate form.**

- (ii) For all new or substantially improved flood-proofed structures, verify and record the actual elevation **to which the structure has been floodproofed** (in relation to mean sea level). **The City shall obtain and maintain FEMA floodproofing certifications.**

d. Alteration of Watercourses:

- (i) Notify adjacent communities ~~and the Department of Environmental Quality~~ **the Department of State Lands and the Department of Land Conservation and Development** prior to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Insurance Administration.

Page 128

- 4. Appeals. The Planning Commission, as established by the City of Winston, shall hear and decide appeals and requests for variances from the requirements of this ordinance. Such appeals shall be granted consistent with the standards of Section ~~1910.6~~ **60.6** of the ~~R~~rules and ~~R~~regulations of the National Flood Insurance Program (~~24 CFR 1909, etc.~~) **(44 CFR 59-76)**.

Page 128

Section 6.050 Provision for Flood Hazard Protection.

1. General Standards.

a. Anchoring:

- (ii) All manufactured homes must likewise be anchored to prevent floatation, collapse or lateral movement, and shall be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or from ~~ties to ground~~ **tied-to-ground** anchors.

Page 129

Section 6.050 Provision for Flood Hazard Protection.

- 2. Specific Standards. In all areas of special flood hazards where the base flood elevation data has been provided as set forth in section ~~6.050~~ **6.030**, paragraph 1, BASIS FOR ESTABLISHING THE AREAS OF SPECIAL FLOOD HAZARD, or Section 6.040, paragraph 3, b, USE OF OTHER BASE FLOOD DATA, the following provisions are required:

Page 130

- a. Residential Construction. New construction and substantial improvement of any residential structure shall have the lowest floor, ~~including basement,~~ elevated to

not less than one (1) foot above the base flood elevation. Fully enclosed areas below the lowest floor that are subject to flooding ~~are prohibited~~, or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or must meet or exceed the following minimum criteria:

(iv) An attached garage where the garage slab is below the base flood elevation is considered an enclosed area and is also subject to the flood vent requirements.

b. Non-residential Construction: New construction and substantial improvement of any commercial, industrial or other non-residential structure shall either have the lowest floor, ~~including basement~~, elevated to no less than one (1) foot above the base flood elevation, or, together with attendant utility and sanitary facilities, shall:

(iii) Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the official a set forth in Section 6.040 ~~paragraph 3, b.~~

(iv) Nonresidential structures that are elevated, not flood-proofed, must meet the same standards for space below the lowest floor as described in Section 6.050 ~~paragraph 2, a.~~ **paragraph 1, e or 2, a.**

Page 131

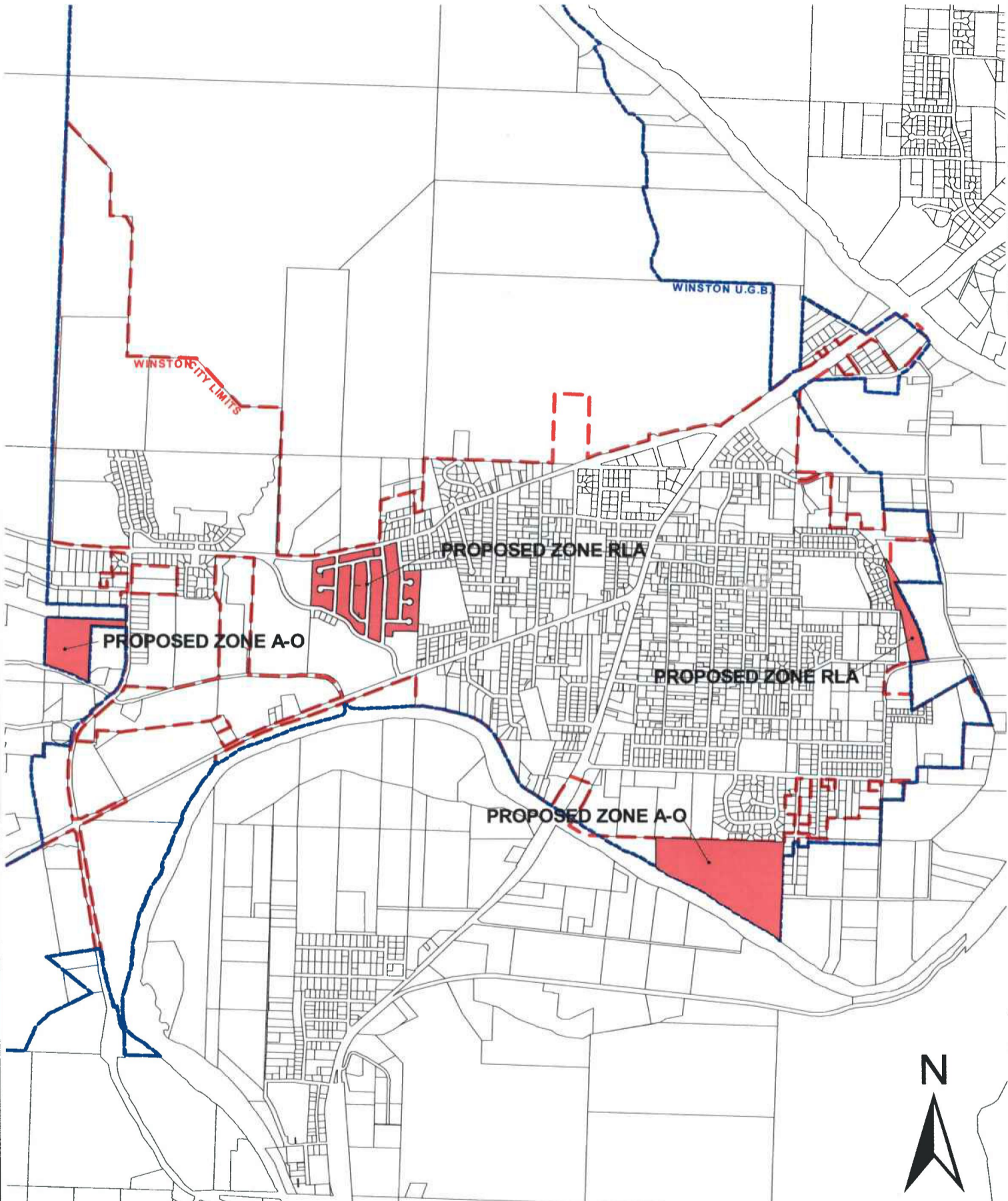
c. Recreational Vehicles. All recreational vehicles placed within the floodplain shall be either:

(i) on the site for fewer than 180 consecutive days, or

(ii) Be fully licensed and ready for highway use, on wheels or jacking system, and attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions

c.d. Manufactured Homes. All manufactured homes to be placed or substantially improved within Zones A1-30, AH, and AE shall be elevated on a permanent foundation such that ~~the lowest floor~~ **is elevated to not less than 1 foot above the base flood elevation** ~~of the manufactured home is at or above the base flood elevation~~ and to be securely anchored to an adequately anchored foundation system in accordance with the provisions of Section 6.050 paragraph 1, a, subsection (2).

PROPOSED NEW ZONES

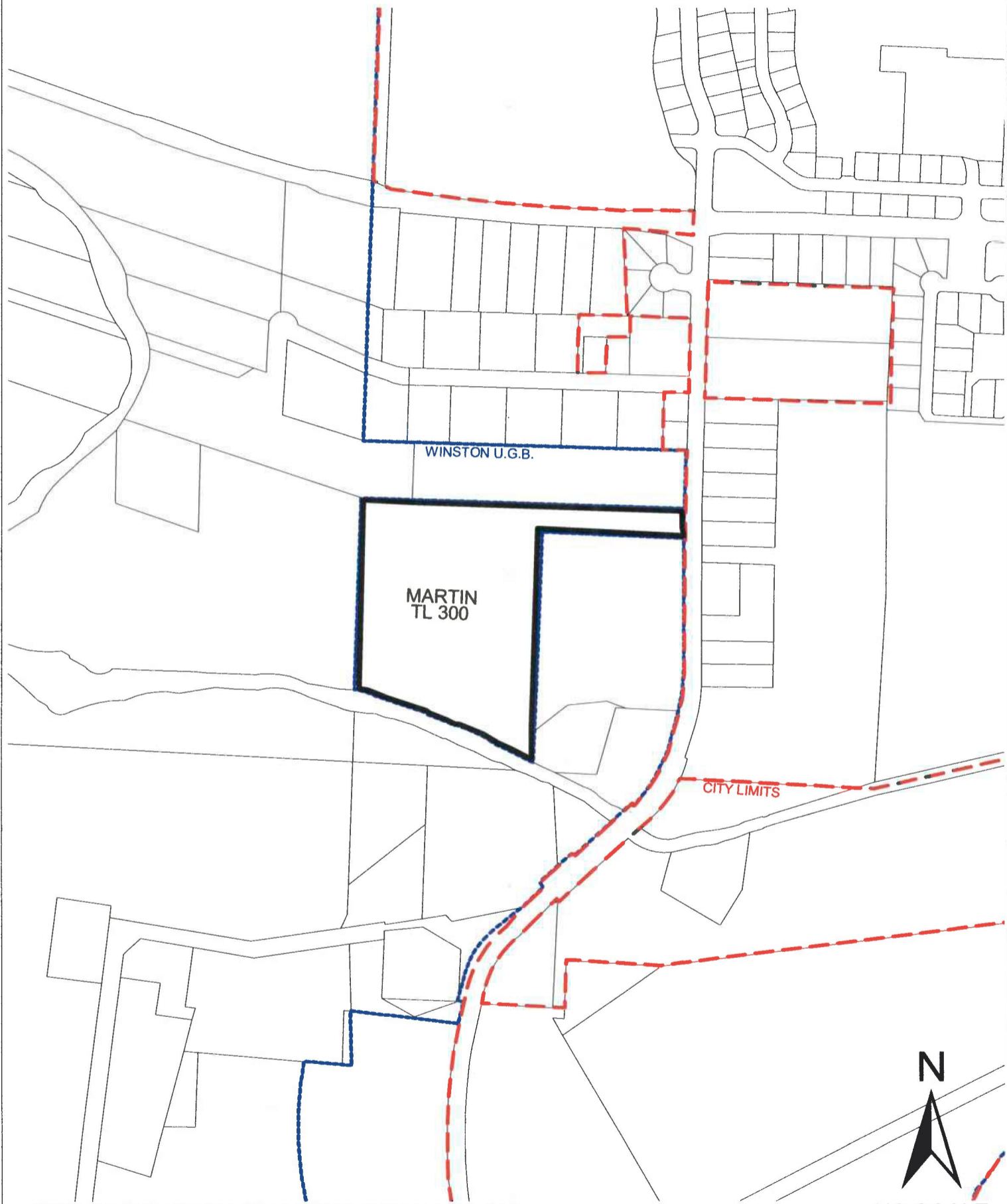


CITY OF WINSTON PLANNING DEPARTMENT

N
NO SCALE

MARTIN PROPERTY
T28S R6W SEC 20C

PROPOSED ZONE CHANGE
MAP 1

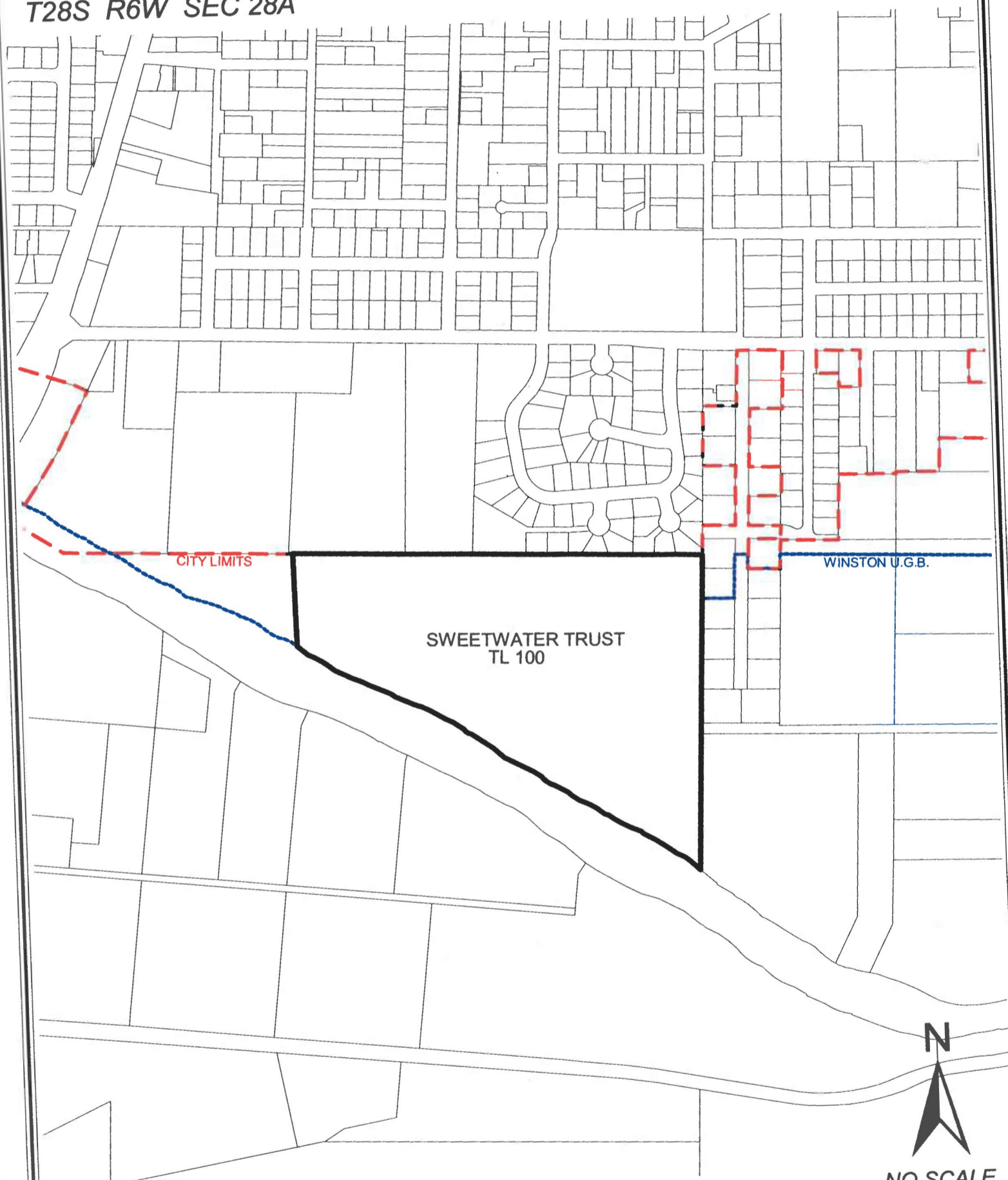


CITY OF WINSTON PLANNING DEPARTMENT

NO SCALE

**SWEETWATER TRUST PROPERTY
T28S R6W SEC 28A**

**PROPOSED ZONE CHANGE
MAP 2**



SWEETWATER TRUST
TL 100

CITY LIMITS

WINSTON U.G.B.

N

NO SCALE

CITY OF WINSTON PLANNING DEPARTMENT

ABRAHAM AVE AREA
T28S R6W SEC 20AD

PROPOSED ZONE CHANGE
MAP 3

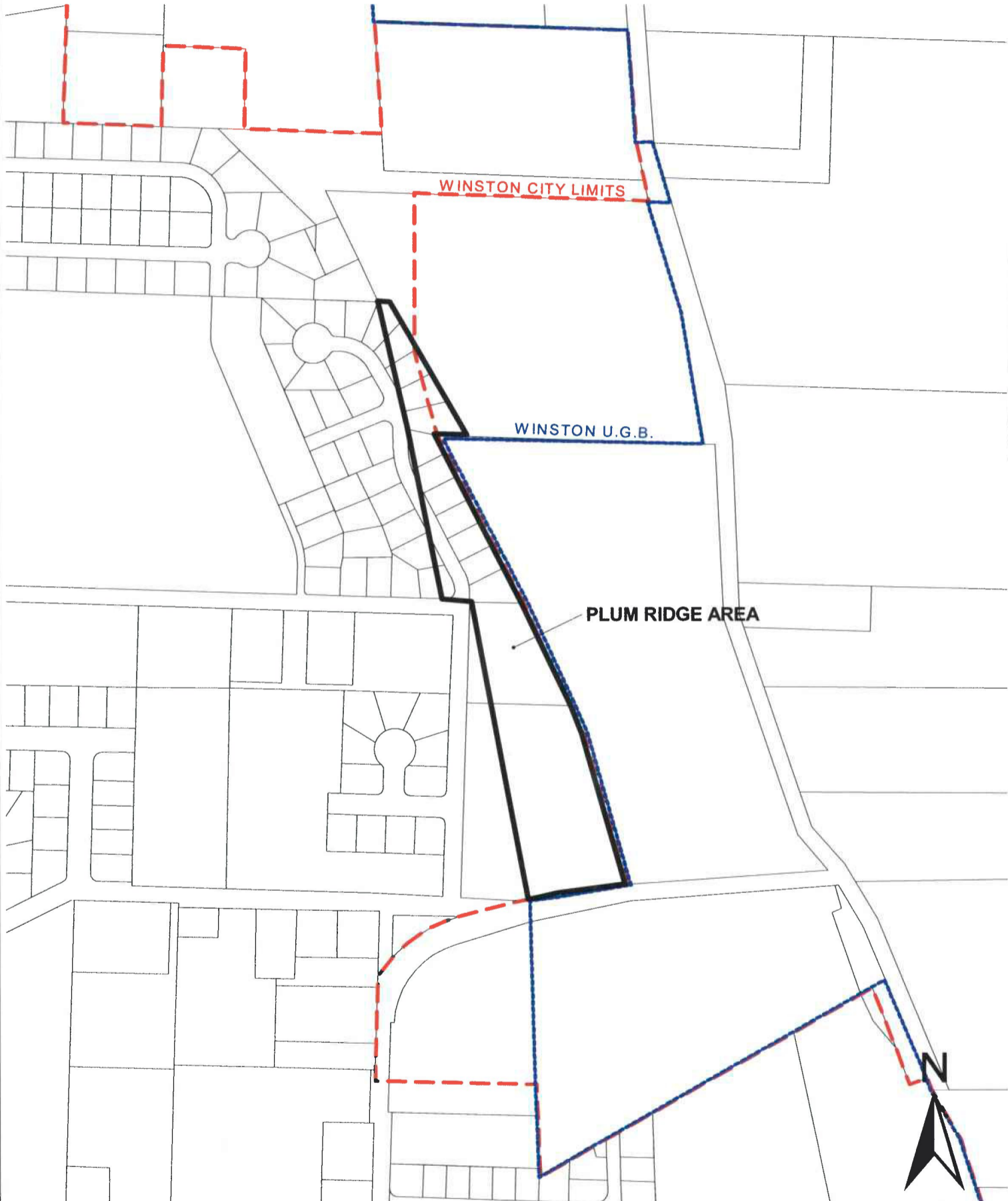


CITY OF WINSTON PLANNING DEPARTMENT

NO SCALE

PLUM RIDGE AREA
T28S R6W SEC 22BC & 22BD

PROPOSED ZONE CHANGE
MAP 4



CITY OF WINSTON PLANNING DEPARTMENT

NO SCALE

**SUBDIVISION
ORDINANCE
AMENDMENTS**

Subdivision Ordinance Amendments

Subdivision Ordinance

Page 11 Section 2

- A. All tentative plans, subdivision plats, partition maps and all streets or ways created for the purpose of partitioning land shall be approved by the **City Administrator**, Planning Commission or City Council in accordance with these regulations. A person desiring to subdivide land, desiring to partition land, or desiring to sell any portion of land within a planning control area, shall submit preliminary plans and final documents for approval, as provided in this ordinance and State Law.

Page 19 Section 6 Sub (15) Spaces and titles for signatures of the Planning Commission President, Mayor, **City Administrator**, County Surveyor and County officers.

Page 21 Section 7 Sub C change ~~Planning Commission~~ Approval.

Approval of the plat shall be indicated by the signatures of the chairperson of the Planning Commission, Mayor, City Engineer, and, as required by ORS 92.100, by the County Surveyor. Any offers of dedication shall be referred by the ~~Planning Commission~~ **City Administrator** to the City Council for acceptance.

If the City Engineer and/or County Surveyor determine that the final plat and supplementary information are in full conformance with the approved tentative plan and City standards and specifications, the ~~Planning Commission~~ **City Administrator** shall be so advised. If the final plat or supplemental information are not, in the judgment of the City Engineer or County Surveyor, in full conformance, the City Engineer shall return the plat or supplemental information to the applicant, stating the reason the plat or supplemental information does not conform to the tentative plan, City standards, or City specifications. The ~~Planning Commission~~ **City Administrator**, in its review of the plat and supplemental information, shall examine the plat and supplemental information for conformance with the approval of the tentative plan. If the Planning Commission finds the plat and supplemental information conform to the tentative plan as approved, the chairperson of the Planning Commission shall sign the plat and forward it to the City Council for review of any offers of dedication.

Page 23 SECTION 9. Major and Minor Partitioning. A major or minor partition shall be processed as follows:

- A. Submission of Tentative Plan. There shall be submitted to the Administrator the filing fee, and ten (10) oversized copies, or more if requested or one 11 x 17 copy, of the tentative plan of the partition. The Administrator shall check it for completeness as per Section 3, Applications. Once the application is deemed complete, the Administrator shall ~~distribute copies as necessary and set a hearing to take place within thirty (30) days from the time the application is deemed complete.~~ **process the land use action as identified in Section 11 of the Zoning Ordinance.** The partitioner shall also submit the tentative plan to those special districts and agencies specified by the City or otherwise requested. The tentative plan shall be ~~45 x 18~~ **11 x 17** inches in size and contain the following information:

Page 26 Section 11 Subsection C. Creation of Ways. The Planning Commission or City Administrator may approve an easement-of-way to be established by deed without full compliance with these regulations provided such an easement is the only reasonable method by which a portion of a lot large enough to warrant partitioning into two parcels may be provided with access. If the existing lot is large enough so that **more than** two ~~or more~~ parcels not having frontage on an existing street may be created, an easement-of-way will not be acceptable and a street must be dedicated.

Page 38 SECTION 20. Security.

A. Security Required. Where an improvement agreement as specified in Section 19, above, is utilized, security to assure the developer's full and faithful performance shall also be submitted to the City Recorder for City Council review and approval. The security shall be either:

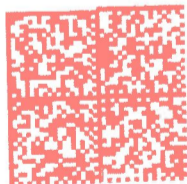
- (1) A surety bond in a form approved by the City Attorney executed by a surety company authorized to transact business in the State of Oregon;
- (2) A cash deposit; or
- (3) ~~A personal bond co-signed by at least one additional person together with evidence of financial responsibility and resources of those signing the bond, sufficient to provide reasonable assurance of ability to proceed in accordance with the agreement.~~
Certification or letter of assurance by a bank or other reputable lending institution that money is being held to cover the cost of improvements and incidental expenses, and that said money will be released only upon the direction of the Superintendent of Public Works. The bank certification or letter of assurance shall be approved by the City Attorney.

Page 40 SECTION 23. Approval of Access. No subdivision or partition shall be approved unless the access to and within the proposed division is also approved. Written approval must be obtained from ODOT for access onto a State Highway and The Douglas County Public Works Department for access must provide written approval for access onto a County Road. In granting approval the **City Administrator**, Planning Commission or City Council can require the applicant to improve the access to State, County or City standards and dedicate all such access to the City.



201 N.W. DOUGLAS BLVD.
WINSTON, OREGON
97496

ATTN: PLAN AMENDMENT SPECIALIST
DLCD
635 CAPITOL STREET NE SUITE 150
SALEM, OR 97301-2540



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