

Acknowledgements

Downtown Silverton Task Force

John Jansons
Jamie Johnk, SEDA
Steve Kay
Jeff Nielzik
Stacy Palmer, Chamber of Commerce
Jay Sorgen
Celia Stapleton
Amy White

City Staff

Linda Sarnoff
Gerald Fisher
Rich Barstad
Jason Gottgetreu
Bryan Cosgrove, City Manager

Planning Commission

Eric Stroup
Victor Madge
Mark Rauch
Reagan Mastler
Clayton Flowers
Steve Kay
Jennifer Cote

City Council

Ken Hector (Mayor)
Kyle Palmer
Stu Rasmussen
Bill Cummins
Sherry Hoefel
Dennis Stoll
Randal Thomas

SEDA

Mike Wellman

Transportation Growth Management

Matt Crall

Department of Land Conservation and Development

Jason Locke

Otak

Joe Dills
Crista Gardner
Tom Litster
Maggie Daly
John Gonzalez
Chunlin Yang
Ben Bortolazzo
Michelle Marx
Kathryn Yagodinski

DKS

Chris Maciejewski
Brandy Sularz

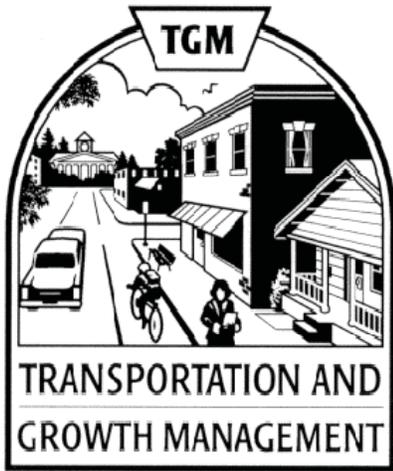
Marketek



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This plan was prepared with funding from the State of Oregon through the Transportation and Growth Management (TGM) Program, a joint program of the Department of Transportation and the Department of Land Conservation and Development.

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



Oregon Department of
Land Conservation and
Development



Oregon Department of
Transportation

VISION

Summary

The Silverton Downtown Master Plan is a guide to the revitalization of the historic heart of Silverton. The central theme of the plan is to create a vital downtown through the integration of historic urban design elements, mixed use, great streets, and public access to Silver Creek.

The Key Elements of the Downtown Master Plan are:

- A vision and comprehensive plan policies that guide new development in downtown Silverton.
- Five mixed-use districts: Downtown Commercial Core, Downtown Commercial Fringe, Civic, North Gateway, and New Mixed Use.
- Streetscape improvements that support each district by:
 - Encouraging a lively downtown core through appropriate downtown streetscape design, including sidewalk cafes, awnings, historic signage, and historic ornamental street lights;
 - Seeking the retention of civic uses in the downtown and exhibiting architecture and design that reinforces their important public role;
- Enhancing the northern gateway with directional signage;
- Zoning and design standards that support smart development by:
- Promoting the historic commercial nature of the Downtown Commercial Core;
- Retaining the historic residential character of the Downtown Commercial Fringe;
- Enhancing the northern gateway with directional signage and new mixed use development;
- Encouraging human scale and pedestrian oriented commercial and mixed-use development.
- Supporting the creek as a vital element of downtown Silverton;
- Envisioning a cantilevered creek walk.
- Plaza and development designs that:
 - Demonstrate the infill of vacant lots with development compatible to the historic nature of downtown.
 - Reveal the opportunities for public spaces and Silver Creek access with the High Street Plaza and Silver Creek Plaza.

Introduction

Project Description

The Silverton Downtown Development Plan has been identified by policy makers, citizens and business groups as a critical piece of Silverton's long range planning efforts. The Plan was formulated to accompany the City of Silverton's Comprehensive Plan.

As such, the plan has included public involvement and coordination with various non-profit and government organizations, including the Silverton Economic Development Alliance, the Chamber of Commerce, Oregon Department of Transportation, and the Oregon Department of Land Conservation and Development. The Downtown Development Master Plan evaluates and recommends development standards and design guidelines such as building height, orientation, required building materials, pedestrian and bicycle connectivity, streetscapes and other development standards. To achieve this, the plan considers public input, previous plans, marketing studies, and economic development.

The plan also looks to enhance multi-modal transportation in the downtown area. This effort will help to improve traffic flow for pedestrians, bicyclists and vehicular traffic. In addition, new design standards for development will reinforce transportation planning by orienting buildings to the street and making connections to streets.

Project Objectives

The Downtown Master Development Plan objectives are to:

- Enhance the attractiveness of downtown as a place for business, recreation, and civic life;
- Encourage the economic vitality and diversification of the downtown;
- Foster coordinated physical development

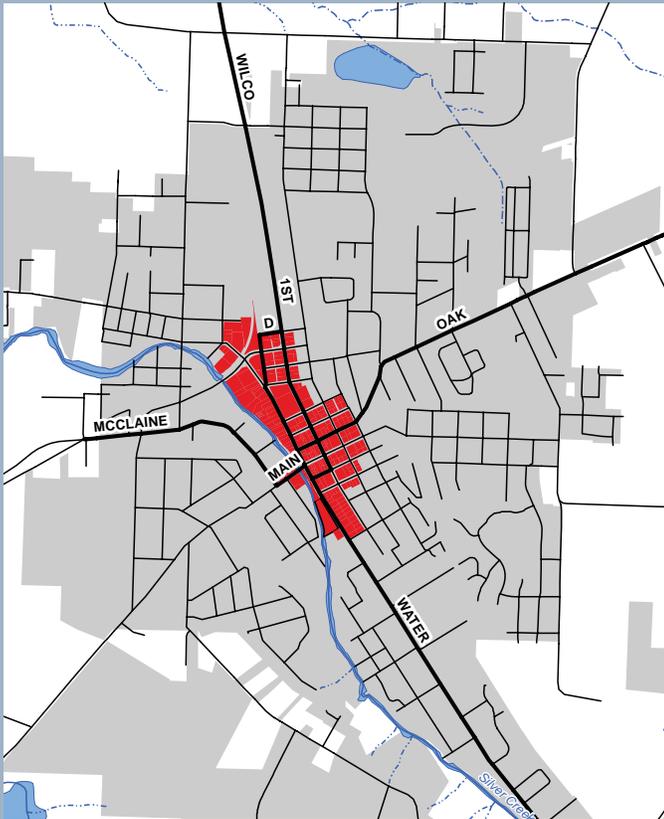


Figure 1.1

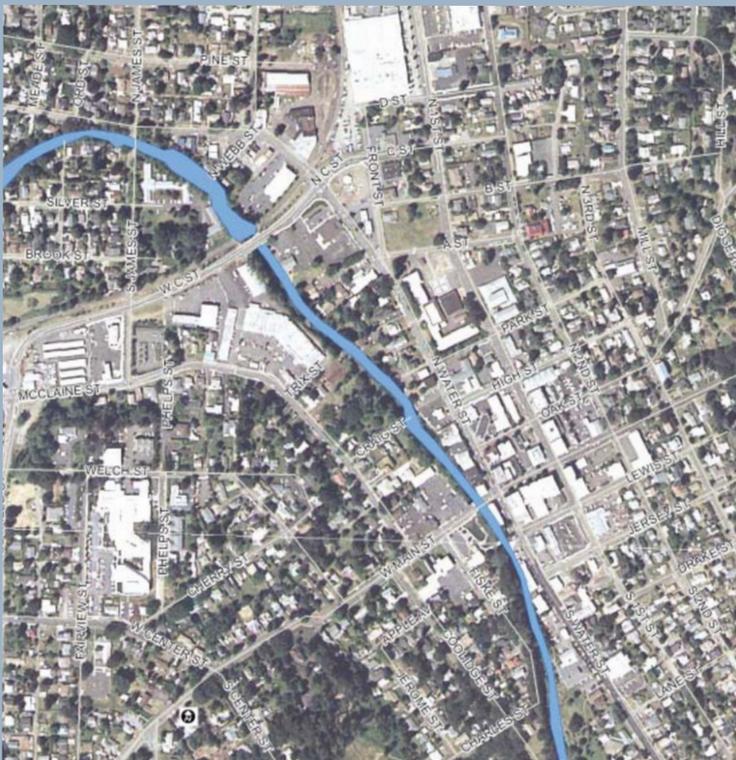


Figure 1.2

and a coordinated design aesthetic throughout Silverton's commercial core;

- Plan for vehicular, pedestrian, and bicycle connectivity throughout the commercial core;
- Incorporate the final Silverton Downtown Plan into Silverton's Comprehensive Plan and Land Development and Planning Ordinance;
- Coordinate all existing planning efforts and give a collective voice and direction to all organizations working toward Silverton downtown revitalization efforts.

Background

The City of Silverton was incorporated in 1885 as a prominent trading and banking center and was ranked among the most progressive towns of western Oregon. The downtown was built to provide services to the surrounding industries and farmland.

By 1921, Silverton's industries were producing exports for domestic and international trade. Silver Falls Timber Company and Fischer Flour Mills excelled in their industries as a part of the Silverton community. When timber became more scarce in Oregon, the lumber mills ceased to function, and when regional farming turned from grain to other crops, the flour mill closed. In recent years, downtown's role has emphasized the provision of local services and support of the growing visitor economy. Through all of these changes, the downtown commercial area has always been the historic heart of Silverton.

Existing Studies

The direction presented in this document was made with consideration of existing plans, policies, regulations, codes and guidelines. These plans cover the type of land uses, circulation, and development in downtown Silverton. These plans include: Silverton Main Street Workshop, Downtown Silverton Market Analysis (Marketek, 2006), and Streetscape Improvement Program (McKeever/Morris, 1997).



BACKGROUND

Citizen Involvement

Citizen Involvement

The Silverton community contributed considerable time and effort to the planning process. Members of the community participated in three open houses and six task force meetings from September 2006 through May 2007. The task force was comprised of community members, business owners, non-profit staff, and city staff. Each public meeting provided presentation boards and information and opportunity for the public to express their views.

The first task force meeting was a Downtown Silverton walking tour focused on design opportunities and constraints. The tour route highlighted Downtown's greatest assets as well as its greatest opportunities for improvement. (Figure 2.1 & 2.2) Along the tour, members of the task force were encouraged to voice their views on the downtown's existing streetscape, architectural characteristics, transportation issues, and other important elements to include in the Downtown Development Plan.

This first task force meeting framed the discussion points in subsequent task force meetings and open houses. Some of the elements discussed in these meetings include:

- Traffic management in downtown Silverton
- Downtown public spaces
- Urban form
- Street typology
- Streetscape improvements, including the pedestrian environment
- Gateway signage
- Plan text and code amendments

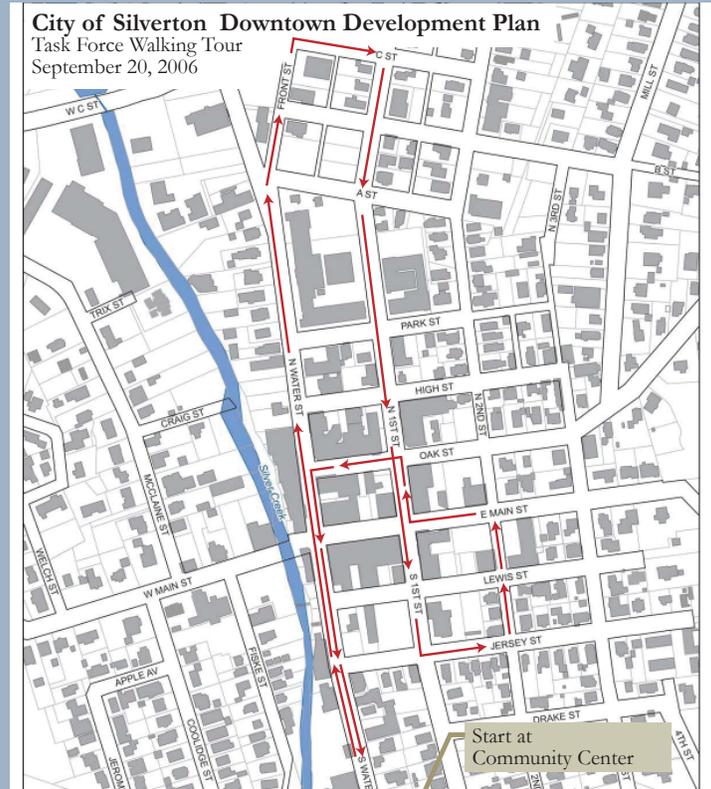


Figure 2.1



Figure 2.2

Silverton Downtown Development Plan

Work Plan Summary

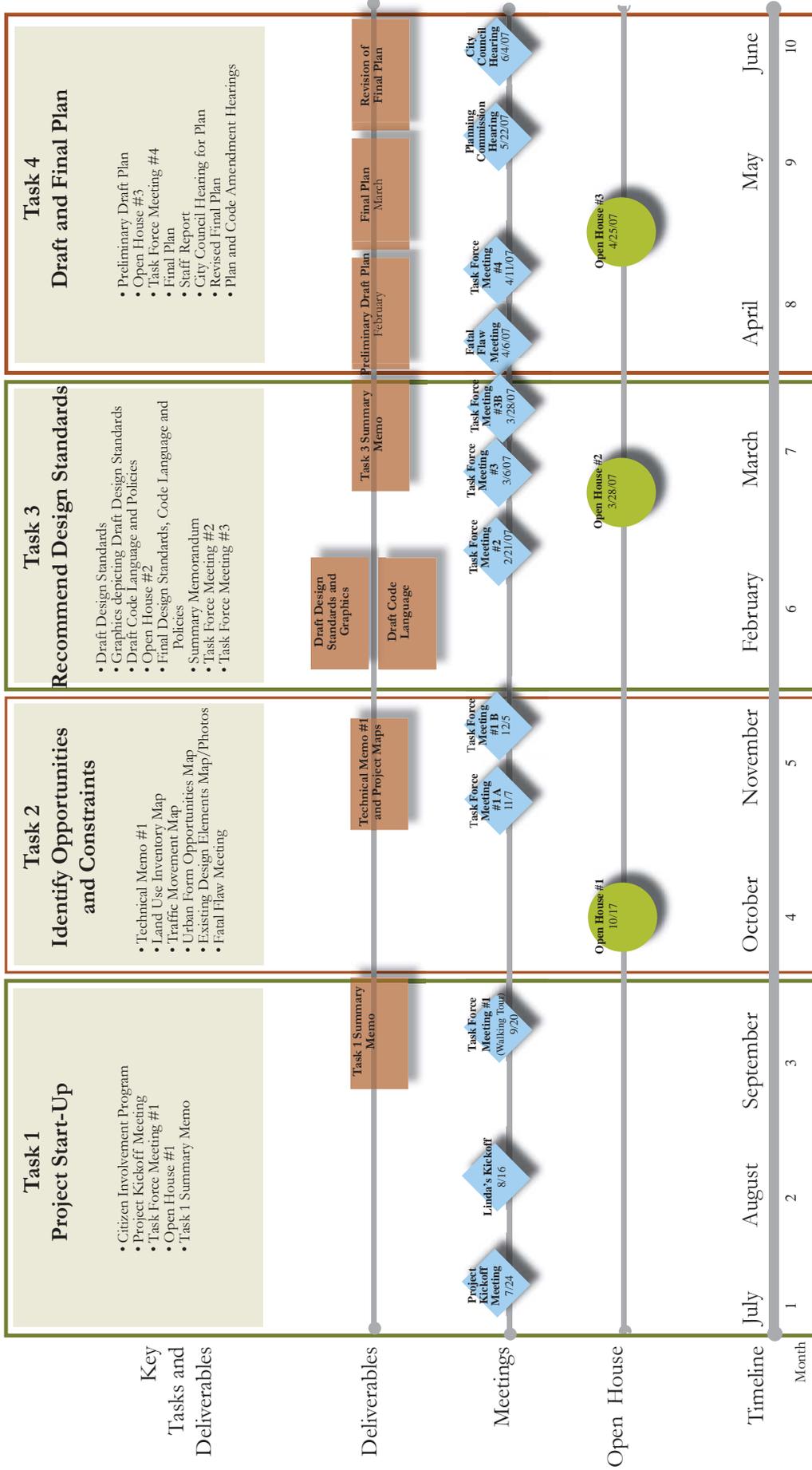


Figure 2.3

Opportunities and Constraints

Opportunities & Constraints

The open house and business survey showed concerns and constraints regarding several design and zoning standards.

At the October 17, 2006 open house, the public was encouraged to comment on presentation boards depicting design characteristics defined during the walking tour. These elements included a “gateway” to the Downtown, the pedestrian environment (sidewalk widths, crosswalks, sidewalk materials and condition, curb cuts, awnings and street trees, and plant strip treatments), current signage issues, street treatments (lighting, plantings, bicycle parking, benches), access to Silver Creek, and downtown historic architectural elements. Following are some of the public comments:

Need specific signage requirements:

- Consistent, informative signs for visitors
- Reduce sign clutter
- Replace existing tourist kiosk
- Gateway to beginning of downtown business district is blighted at Subway

Sidewalk Design Improvements:

- Underground utilities
- Interesting pavers and sidewalk treatments
- A mix of trees, plants, and strategically placed bump-outs
- Plantings could be small trees or other plantings

Art Treatments Downtown:

- More murals
- Artistic street treatments, trash receptacles, and bicycle racks

Parking Lots Downtown:

- Disguise parking lots with knee walls
- Change parking lots into small inner city parks
- Need significant public parking within 1 block of retail core

Street System Downtown:

- Controversy exists about one-way or two-way streets downtown

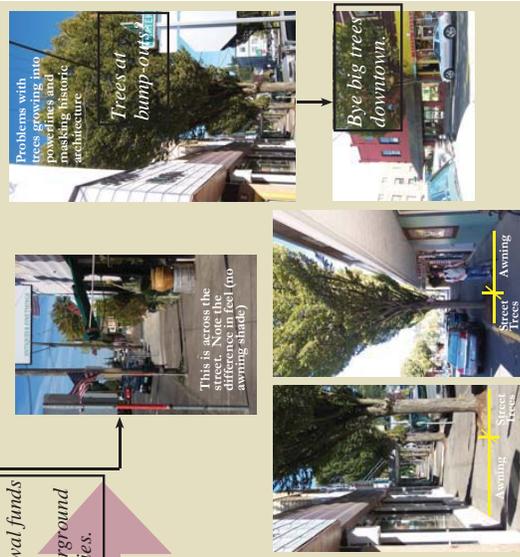
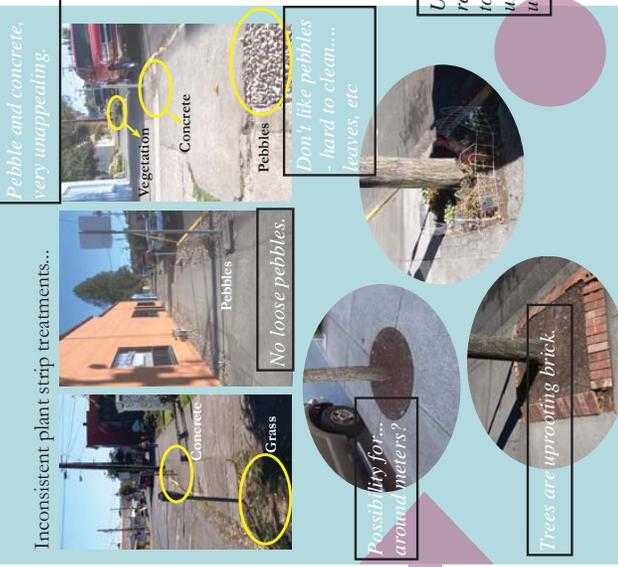
The Pedestrian Experience

[text.....] = PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006

Sidewalk Dimensions



Plant Strip Treatments



Silverton Downtown Plan Opportunities and Constraints

Vegetation - greenery, life, shade, irregularity, character

otak

DKS Associates

Figure 3.1

First Impressions- The Northwest Gateway

text.... = PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006



Unwell-kept signage (as seen entering Downtown from Hwy 214)

Cute these entryways/gateways suck people in.



Signage along C Street... and/or van finding to City Center. Downtown Silverton becomes lost in "sign clutter"

Need fancy signs.



First view of the northeast "Gateway" area (as seen entering Downtown from Hwy 214). Large vacant lot at the access point to Downtown is a unique opportunity.

Consistent, informative signage for visitors to our community is essential.

As a business owner a block off downtown, I can say that 80% of my customers from out of town cannot get through town to my location without calling for instructions once in town.



C Street and Water. The primary crossroad into Downtown Silverton

Cute these entryways/gateways suck people in.



Downtown van finding not highlighted... lot in "sign clutter" (as seen entering from Hwy 214)

Need fancy signs.



View of the northeast "Gateway" as seen entering Downtown from Hwy 214.

Consistent, informative signage for visitors to our community is essential.

As a business owner a block off downtown, I can say that 80% of my customers from out of town cannot get through town to my location without calling for instructions once in town.

Accessing First St. and make it 2 way?



What about portion of downtown along West Main Street across creek?

Silverton Downtown Plan Opportunities and Constraints



Figure 3.2

The Pedestrian Experience

PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006

Curb Cuts

Unnecessary curb cuts interrupt the continuity of the pedestrian environment



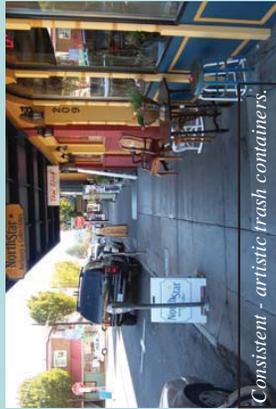
Eliminate "Do Not Enter".
Put in "Right Turn Only".

Materials and Condition

Poor Condition



Cracked Concrete



Consistent - artistic trash containers.

Something different in front of City Hall



City Hall needs a design and coolness upgrade - not a bland building but an interesting, attractive look.

Possible Sidewalk Materials...



Scored concrete

Pavers without grout lines more smooth passage for wheel chairs and baby buggies

Consistent planting, no asphalt fill.



Concrete with brick border

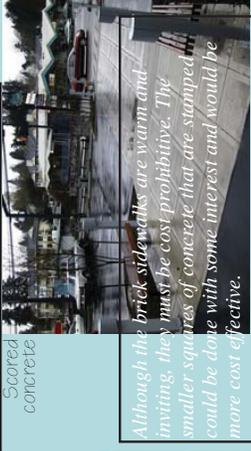
All brick sidewalks
Red pavers with the style of light fixture you are getting (with concrete) would be perfect



Patterned concrete/bricks look good!

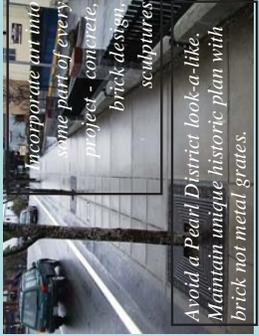
Stamped-pattern concrete is more cost effective than pavers - less maintenance?

Scored concrete



Although the brick sidewalks are warm and inviting, they must be cost prohibitive. The smaller squares of concrete that are stamped could be done with some interest and would be more cost effective.

Scored and patterned concrete



Incorporate art into some part of every project - concrete, brick design, sculptures

Rich materials, textures = complexity

Avoid a Pearl District look-a-like. Maintain unique historic plan with brick not metal grates.

Silverton Downtown Plan Opportunities and Constraints



DKS Associates
City of Silverton Planning Department

Figure 3.3

Street Treatments



Another artistic opportunity could be the trash receptacles. An idea in Covallies designed a combination trash and planter receptacle in concrete that was artistic as well. Other projects in several key areas around town ease-place utilities underground

Wastebasket anchored to telephone pole



Telephone pole distracts from street treatments

Remove these poles.

Eliminate them.



Street lighting lacks character, dominated by telephone poles

Remove these lights!

Get rid of cobra heads!



Benches are plentiful, and characteristic of downtown

First determine who has control of this - Bobby or Chamber?

Kiosk could be updated



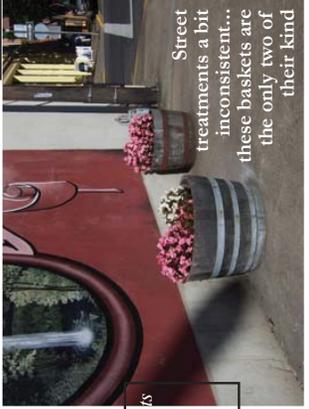
Sidewalk imprints give character

It would be interesting to see some artistic notations inserted into major corner sidewalks at intersections. Sort of in the flavor of Seattle's downtown brass footsteps inserted into the sidewalk to teach pedestrians a variety of dance steps. Since this is the "Garden City" perhaps some floral theme?



Bike racks not coordinated, provided by individual businesses voluntarily

Small pocket 'parks' along streets? Water element?



Street treatments a bit inconsistent... these baskets are the only two of their kind



Hanging Plants very attractive.

Banners, bring plants in winter?

New Light Fixtures



Actual top

Will include banner posts and flower basket hangers



Standardize drinking fountains, street benches, tree grates, trash receptacles. Yes, I agree.

Visitor information has no information!

text..... = PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006

Figure 3.4

Pedestrian Crossings

[text...] = PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006

Unfriendly Crosswalks



Designed walkways in the street. Pedestrian cues to drivers.

Gateway to the beginning of the downtown business district business is blighted at Subway

Dangerous Crossings



Paver crosswalks far more attractive.

Possible Alternatives



Bump-outs but not too many - strategically placed.



Pedestrian signals stop traffic at uncontrolled intersections

"table" type?

Silverton Downtown Plan | Opportunities and Constraints



Figure 3.5

text.....

= PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006

Architecture

More nice awnings. Appropriate sizes and shapes.



Awning brings building down to a pedestrian scale

Bye bye trees, too BIG!



Different rooflines, window treatments, and colors and create variety

Window panes are not split, eliminating sense of scale. Bldg. also needs cornice to break up mass.

Bulb out with kiosks?



Lighting for building facades?

Nice historic preservation. This should be emulated.

Good example of trees blocking historic downtown. No one mentions that the trees are infested with ants.

Interesting way to hang signs.



Does current sign ordinance allow for signs above and below an awning - if square footage of space is too small. If not, consistency could be lost.



Add awnings?



Missing windows

Somewhat boxy and flat facade. Could use cornice to break up mass

Change to warmer color palette
Larger windows (and more engaging canopy?)

Silverton Downtown Plan | Opportunities and Constraints



Figure 3.6

Figure/Ground...Breaks in the Fabric

= PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006



Knee walls to fill breaks in blocks.



A break in the fabric

Small inner city park - or grass islands to break-up asphalt.



Parking lot park multiple use of parking lots. Outdoor art/ activity.

Deeper setback breaks the streetwall

Corner planter, low walls.



Large surface parking lot disrupts the building fabric...a redevelopment opportunity?

Include streetscape based upon re-developed plan with structure up to the street.



Missing streetwall

Temporary knee wall with decorative fence on top. wrought iron?

I agree!

This map shows where buildings are located, and where they are not. Note the relationship between blocks that have a continuous "streetwall," and the best places to walk and shop.

Figure 3.7

Examples from Other Downtowns

[text....] = PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006



Notice no poles or overhead wires!



Keep very small trees - dwarf variety?



Plantings don't have to be trees in every spot!



Street art sculptures.



Nice kiosk - could replace Bobby bulletin board.



Concrete can be ANY color!



Bicycle parking spots designed by artists.



Not just retailing, etc. Mix-in productive and creative uses - activities.



Nice brick pattern - good mix of stone/ concrete.



Downtown must balance appeal to outside consumers with continuing vitality as local social environment.

Love the brick!

Good!

Silverton Downtown Plan Opportunities and Constraints



DKS Associates
Downtown Knowledge Systems

Figure 3.8

Waterfront Access

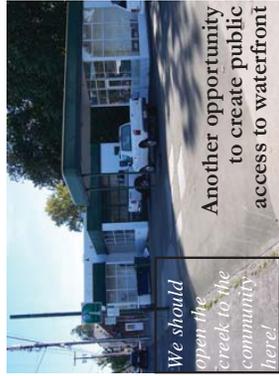
[text....] = PUBLIC COMMENTS FROM OPEN HOUSE ON OCT. 17, 2006

A. Auto Repair Lot



Parking lot ideal for redevelopment... an opportunity to create a public space along creek

B. Gas Station Lot



We should open the creek to the community here!

Another opportunity to create public access to waterfront



View of creek from lot

The auto repair property represents a wonderful opportunity. Split it, one side a small public plaza extending to creek, other side/ high quality retail, restaurant etc.

Is the riparian vegetation adequately protected on both stream banks? If not, should we enact some form of conservation zoning?

More action, less talk. Too many studies.

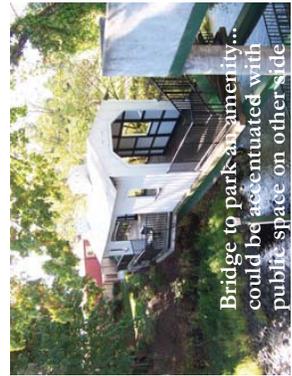
Is this navigable? for a business (traffic to business)

Open to creek. More downtown housing.

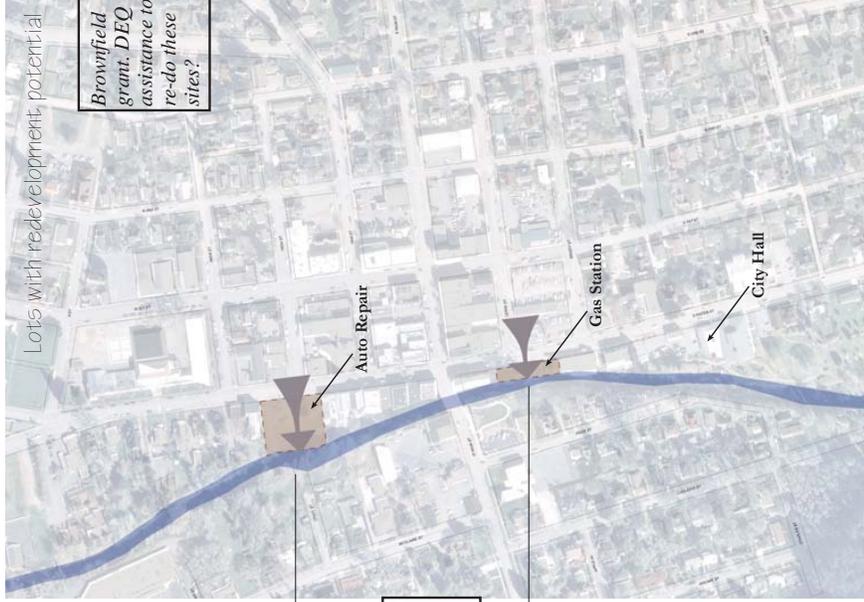
Ideally situated to take advantage of views



Potential for an interesting public space



Bridge to park an amenity... could be accentuated with public space on other side



Lots with redevelopment potential

Brownfield grant. DEQ assistance to re-do these sites?

Auto Repair

Gas Station

City Hall

Silverton Downtown Plan Opportunities and Constraints

DMS Associates
City of Silverton Planning Department



Figure 3.9

Current Traffic Counts

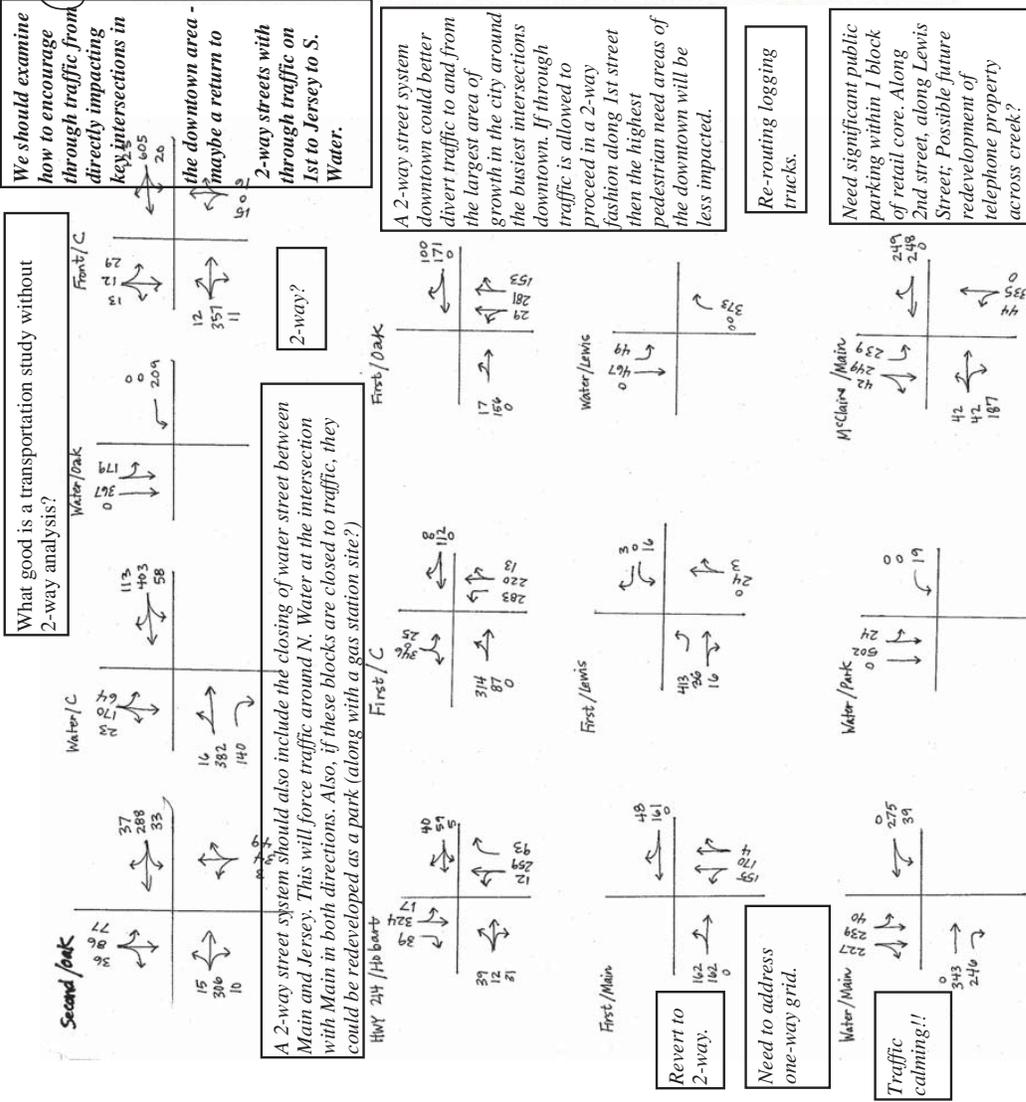


Figure 3.10

Economic Development

Economic Development

Marketek

According to one recent visitor, “The size of the downtown commercial district is just right as it is, it’s not too spread out to walk from one place to the other, and there are some really cute kinds of Norman Rockwell residential areas that kind of cradle the downtown commercial center, which is very nice & charming...”

The Downtown Silverton Market Analysis (Marketek, 2006) received public and business owner input on the strengths and opportunities of downtown Silverton. Downtown Silverton contains healthy businesses, as demonstrated by the longevity of many of the businesses. Almost half have been in business for more than ten years. The marketing study shows support for local, main street type businesses. These include local businesses such as restaurants, a bakery, and a gardening store. This section is a summary of public comments included in the Downtown Silverton Market Analysis.

The public would keep the same:

- Small town atmosphere
- Main street ambiance
- One-way streets
- Historic feel

The public would like Silverton to develop the following identities:

- Historic buildings and signage
- Village atmosphere
- Friendly, cozy, and quaint
- Arts, antiques, and crafts

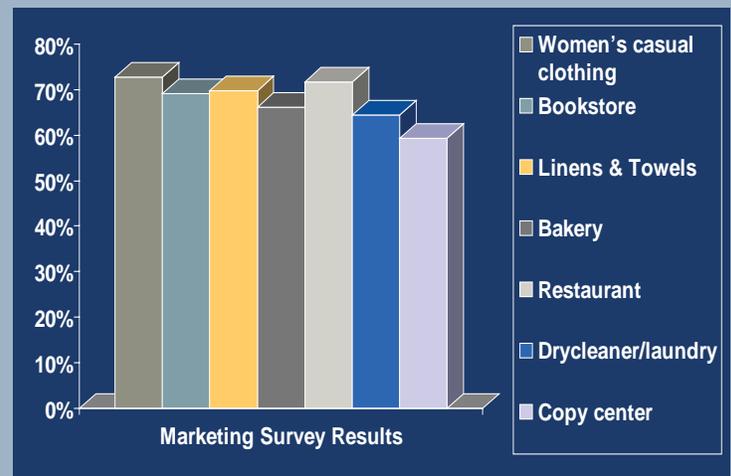
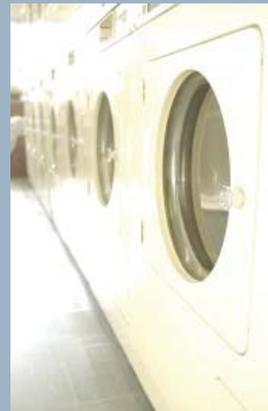
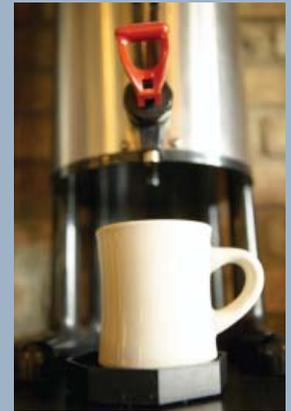


Figure 4.1: What kinds of stores are needed in Silverton?

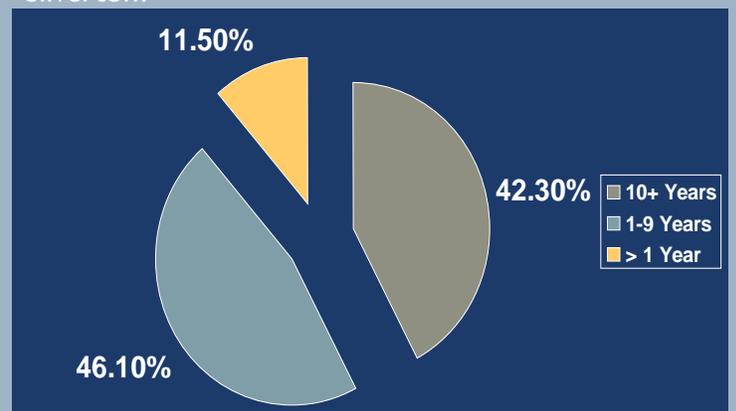


Figure 4.2 : How long have businesses been operating?



The public feels that Silverton has many advantages:

- Small town atmosphere
- Friendly
- Supportive
- Easy Networking
- Good Parking
- Educated Community
- Wonderful People
- Silver Falls State Park
- Local Area Expertise
- Aggressive Growth
- Civic Pride
- Close-knit Community

Finally, the Downtown Silverton Market Analysis (Marketek, 2006) listed what the public would change:

- Overall improve appearance
- No empty buildings
- Cleaner and better maintained
- One-way streets
- Increase parking
- More restaurants

SEDA

SEDA (Silverton Economic Development Alliance) is a non-profit group consisting of Silverton property owners that are committed to enhancing the business and economic environment in Silverton. This group's efforts are focused primarily in the downtown area, the economic heart of Silverton. They have been active in undertaking specific efforts that will make downtown Silverton a better place to do business and thereby promote the economic vitality of the city. SEDA wrote the TGM grant for funding assistance for the Downtown Development Plan. They have been instrumental in putting an Economic Improvement District (EID) initiative before the downtown property owners in the downtown. In working in partnership with the city of Silverton staff, SEDA is an important component of the economic development efforts within the city of Silverton.

DOWNTOWN MASTER PLAN

Vision

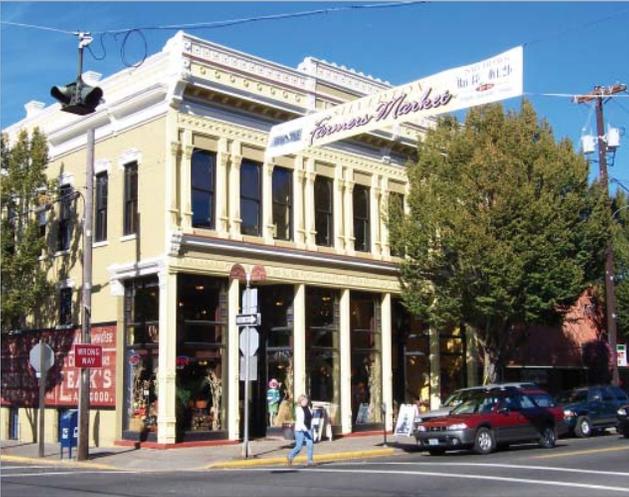
Vision

The Silverton Downtown Master Plan is a guide to the revitalization of the historic heart of Silverton. The central theme of the plan is to create a vital downtown through the integration of historic urban design elements, mixed use, great streets, and public access to Silver Creek.

Comprehensive Plan Policies for Downtown Development

In order to successfully implement the Downtown Master Plan, the following new policies must be incorporated into the Silverton Comprehensive Plan:

1. Historic Character of Downtown Commercial. Downtown development shall preserve the existing historic storefront nature of the downtown core.
2. Historic Residential Character of Downtown Commercial Fringe. Commercial development in the Downtown Commercial Fringe shall be compatible with the historic residential nature.
3. Civic and Public Uses. Encourage retention of civic uses in the downtown. Public buildings shall be prominently sited and exhibit architecture and design that reinforces their important public role.
4. Human Scale Commercial and Mixed-use Development. Commercial and mixed-use development shall be human scale and pedestrian oriented.
5. Redevelopment in Downtown. Encourage re-development of parking lots and non-historic buildings.
6. Downtown Transportation. Value the pedestrian in the downtown core. Create spaces for the pedestrian to cross safely and widen the sidewalks to include furnishing zones.



7. Downtown Historic Core Streetscape. Encourage sidewalk cafes, awnings, historic signage, public art, and historic ornamental street lights. Curb extensions for pedestrian crossings will be built at strategic locations.
8. Downtown Civic Streetscape. Encourage street trees in decorative grates, public art, trash cans and bicycle racks at the entrances to civic buildings, and curb extensions for pedestrian crossings,
9. Downtown Gateway Streetscape. Encourage the use of street trees, directional signage, public art, and curb extensions for pedestrian crossings.
10. Riverfront Access. Each development project shall be consistent with the downtown plan riverfront access. Create a cavaliered walk above the creek attached to Water Street businesses in the downtown core.
11. Parking. Discourage private parking lots in the downtown core. Replace private parking spaces and on-street parking spaces lost to transportation projects by the continuation of the existing public parking lot and the possible acquisition of an additional public parking lot.
12. Public Signage. Reduce directional sign clutter. Standardize style and placement of public signs. Use historic street sign caps in downtown.

The following existing policies in the Comprehensive Plan reinforce the vision of the Silverton Downtown Master Plan:

13. Downtown Mixed-use Developments. Downtown commercial buildings with upper floor residential will be encouraged.
 - “Use of Upper Stories in CBD. Residential Use as well as commercial use of upper stories in downtown commercial structures will be encouraged.” (2-18-07)
 - “Explore various possibilities for utilizing second story space above retail shops in the downtown core.” (8-10 7)





14. Parking.
 - “Encourage the provision of off-street parking for downtown employees and reservation of street parking for consumers.” (8-10 5)
15. Design Review.
 - “Explore the possibility for ensuring high quality development in the downtown area through a design review process. (8-10 6)
16. Gateway Improvements.
 - “In recognition that the entry points into the community along North First Street, Silverton Road, Oak Street, Pine Street and South Water Street will be some of the most heavily traveled routes into the community by tourists, the City of Silverton will develop strategies for “gateway” improvements.” (Transportation, page 20)

Downtown Zoning, Design & Land Use

Background

Existing land use information was gathered as background for the Downtown Silverton Master Plan. This information was used as a starting point for the planning process. The information included zoning, existing land use, comprehensive plans, and additional policy and regulation documents.

Downtown Land Use Inventory and Zoning

Silverton's downtown has a mix of commercial, public, single-family, and multi-family residential uses and zoning. Downtown Silverton currently has three commercial zoning designations: Residential Commercial (C1), Retail Business District (C2), and Commercial Business District (C3). In downtown Silverton, the vast majority of properties are zoned

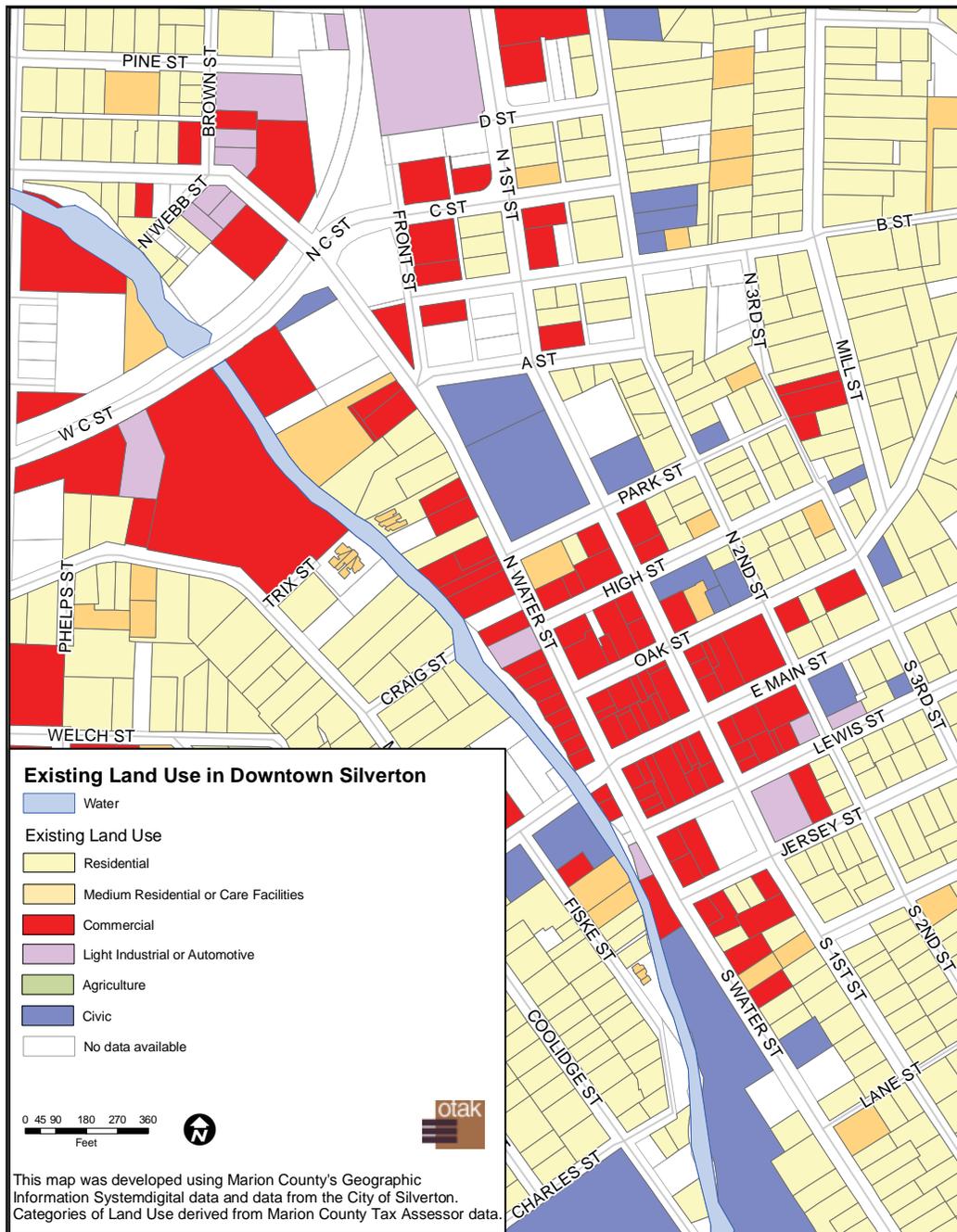


Figure 5.1

Commercial Business (C3). North of Park Street along Water Street other properties are zoned Residential Commercial (C1). Some Retail Business (C2) zoned properties lie North of A Street along 1st Avenue. These zoning designations in the downtown area allow for a variety of uses.

Current Design Standards

The zoning is furthered in downtown by existing design standards. The downtown project area has two distinct design standard areas: the Downtown Historic Core and Downtown Transition Area. Additionally, the general non-regulatory site design standards cover areas outside of the two downtown areas.

The current design guidelines for the Downtown Core design standards support many of the elements identified as important in the Downtown Master Plan project. The current design guidelines require new developments to be compatible with the building massing, rooflines, and materials to historic period buildings (1890-1940). Site orientation must be to the street and to the viewing of the creek, and sidewalks are required to be no less than ten feet wide.

The Downtown Transition design guidelines are mismatched to the existing character of historic residences in the area. Current standards call for diversity and imaginative originality of design. Although the current standards ask new development to fit the massing and building form of surrounding buildings, the standards do not require the development to mimic design features of historic period.

Why change the design standards and zoning?

The zoning and design standards need a detailed refinement to comply with the vision of the Downtown Master Plan. In order to create a vital downtown, the plan aims to incorporate historic urban design elements, mixed use, and public access to Silver Creek. These ambitions are furthered by the following changes to the zoning code and urban design standards:

- Create three clear commercial zoning code categories that incorporate design standards and zoning regulations;
- Modify the boundaries of the Historic Core (Downtown Commercial) and the Downtown Transition (Downtown Commercial Fringe) to better capture existing land use and urban design elements;
- Strengthen the historic storefront character of the Historic Core (Downtown Commercial) with detailed design standard refinements in the zoning code;
- Champion the historic residential character in the Downtown Transition (Downtown Commercial Fringe) through historically sensitive design guidelines incorporated into the zoning code;
- Implement a human-scale and pedestrian oriented General Commercial district;
- Create specific gateway recommendation through a Planned Unit Development Overlay;
- Promote the continued inclusion of civic or public space in downtown through a Public Overlay;
- Integrate street design elements into the design standards.

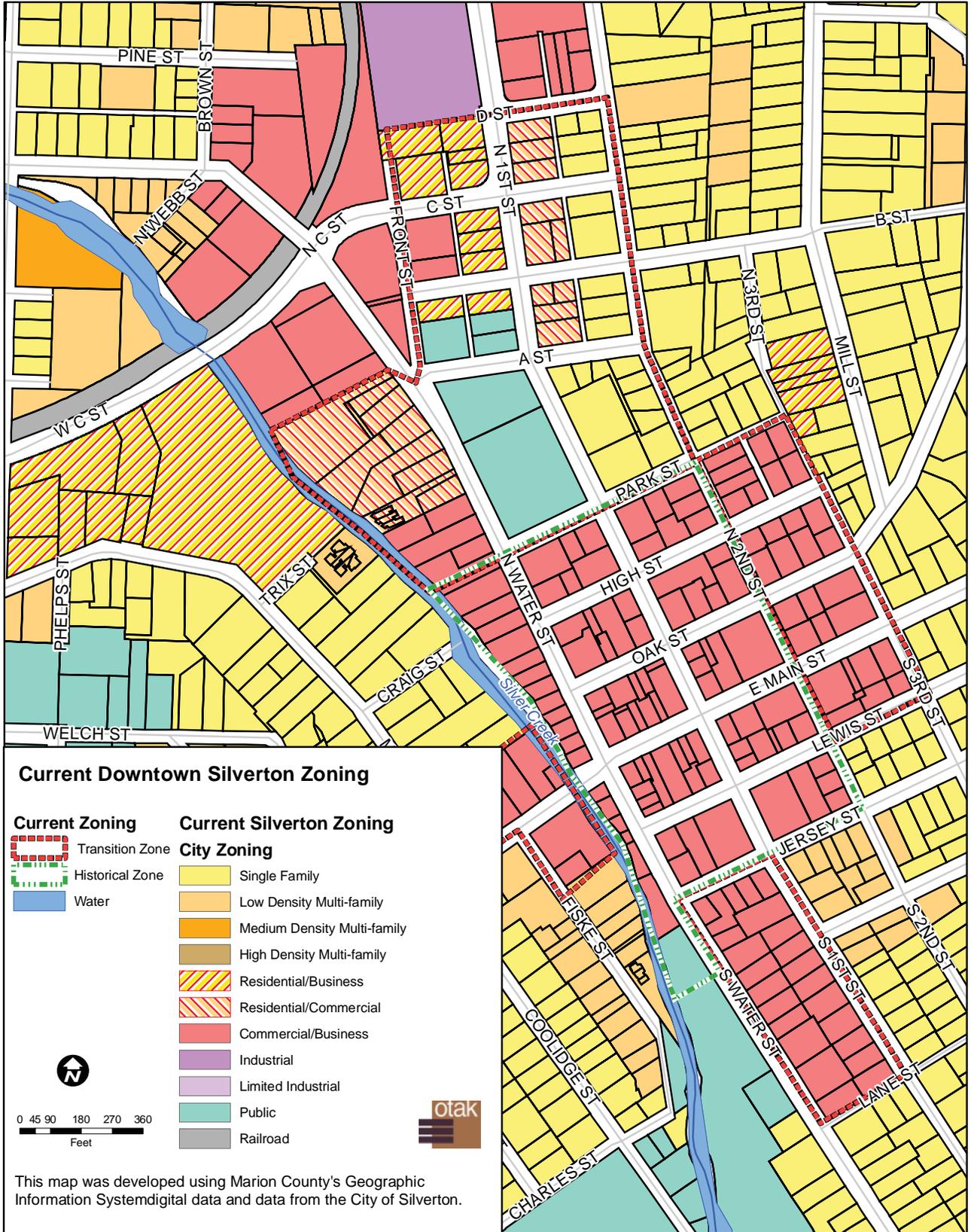


Figure 5.2

Introduction: Downtown Silverton

Urban Form

Downtown Silverton hosts a variety of building styles, eras, and types. Building types in downtown include historic storefront and residential dwellings from 1890 to 1940, civic, and modern commercial. The downtown historic district includes historic storefront and some historic residences with commercial uses. Buildings such as the Wolfe Building and the Silverton Inn and Suites have been remodeled with regard to the historic nature of downtown. East of the historic downtown core lies historic residences with office and residential uses. South of the downtown core on Water Street are primarily civic buildings, including City Hall, the community center, and the library. A church, a few residential houses, and modern commercial buildings lie north of the downtown core. The character of the buildings changes North of C Street to larger tax lots and modern commercial buildings.

The Urban Form Map (Figure 5.1) illustrates the Downtown as a series of areas, each of which is characterized by a unique form. This work is intended as the framework for design recommendations and standards in the Downtown. Understanding and describing the various areas of the Downtown is helpful to planning street improvements, focusing investment, locating parking, and updating code standards. Although five districts are drawn on the map for illustrative purposes, the zoning code was simplified into three general codes. The four districts with unique urban form are:

- Downtown Core
- Transition Area/ Downtown Commercial Fringe
- Civic District
- North Commercial Gateway and New Mixed-use/ Commercial Planned Development

Zoning & Design Standards

In forming the recommended zoning and design standards, the team and Downtown Task Force considered first the urban form, then the streetscape and public plaza opportunities, and finally how the code would need to be refined. The zoning code and design standards were simplified into three general codes: Downtown Commercial, Downtown Commercial Fringe, and General Commercial (North Commercial Gateway and New Mixed Use). In addition, two overlays were created: Public (Civic) and Commercial Planned Development (New Mixed Use). Following is an overview of each area.

Downtown Commercial-Historic Core

The historic core of downtown Silverton (Figure 6.2) is a nationally registered historic district. It has a storefront character from the 1890s to 1940s. Buildings have storefront, commercial character. Some of the defining characteristics of these buildings are:

- Large retail windows on the first floor;
- Storefront character;
- Commercial or residential uses on upper floors;
- Stepped or square parapet rooflines;
- Built to street with a zero setback;
- Rhythm and continuity in building style;
- Creek-side decks; and
- Architectural detail in the awnings, signage, and cornices.

Downtown Commercial District Design Standards

The purpose of the Downtown Commercial District (DC) is to preserve and enhance Silverton's downtown as the historic heart of the community. The DC District is intended as Silverton's center of vital retail activity, services, entertainment, mixed use, civic buildings and public spaces. The historic

URBAN FORM

LAND USES AND PUBLIC SPACES

-  Downtown Core
-  Transition Area/
Central Business
Fringe
-  North Commercial
-  Civic
-  New Mixed Use/
Commercial Planned
Development



Potential Silver Creek
Public Spaces



Potential Gateway
Public Spaces



Key Intersection

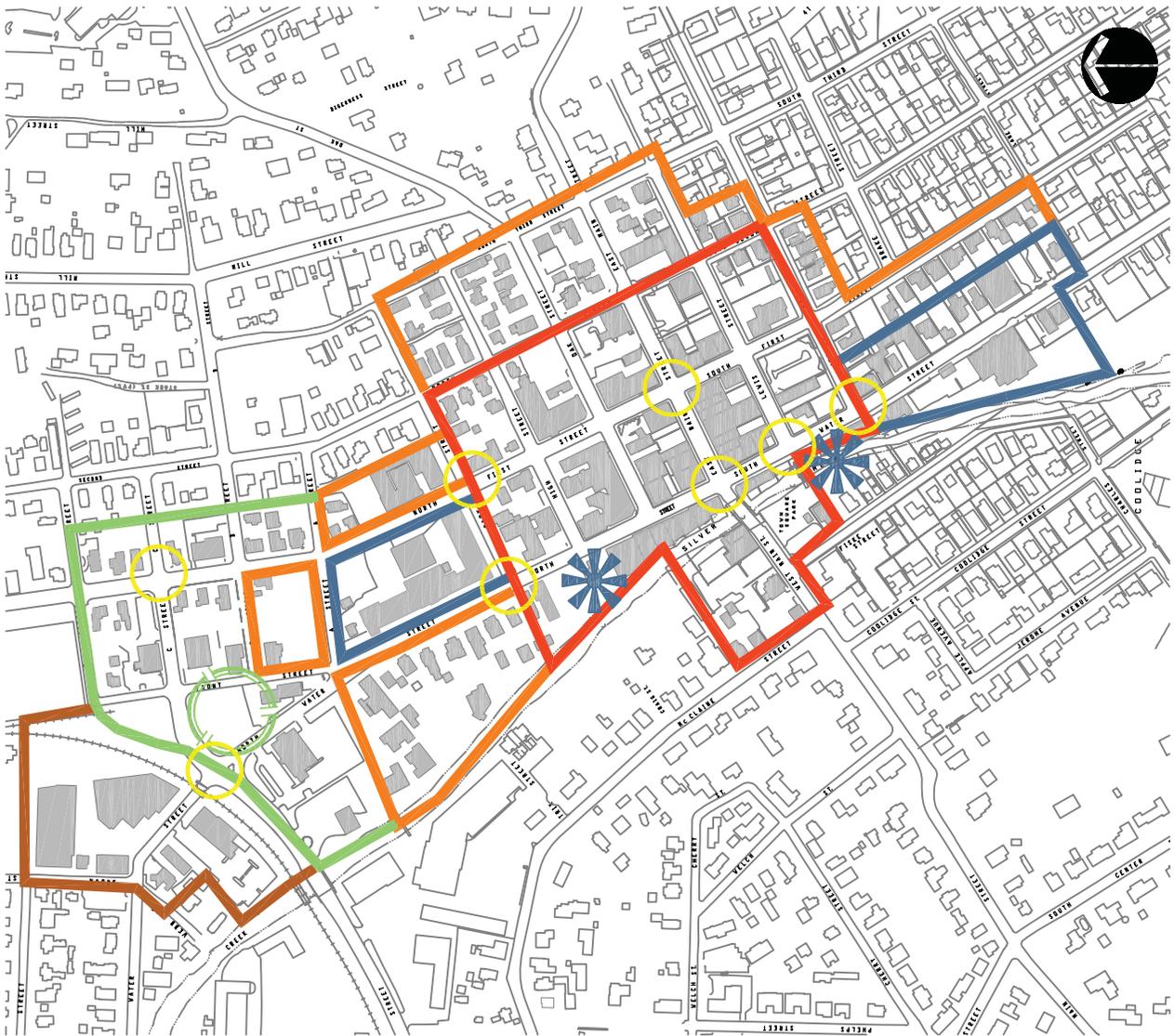


Figure 6.1



Downtown Commercial

character of the downtown, together with its pedestrian-oriented architecture, streets and public spaces, define the district.

The design standards are intended to:

- Encourage architecture that is consistent with the historic character of downtown Silverton;
- Ensure that new development creates a close, intimate human-scale and that architectural design addressed all four sides of a building;
- Encourage the use of contextually appropriate materials, textures, and colors; and
- Promote public access by orienting buildings and their entrances to the street or to civic spaces abutting the street.
- Create development that has:
 - Compatible height, width, massing, and scale of historic period buildings (1890-1940);
 - Compatible roofs and facade materials of historic period buildings;
 - Site orientation to street and to viewing of the creek; and
 - No setback, except for five feet for public uses such as a sidewalk café.

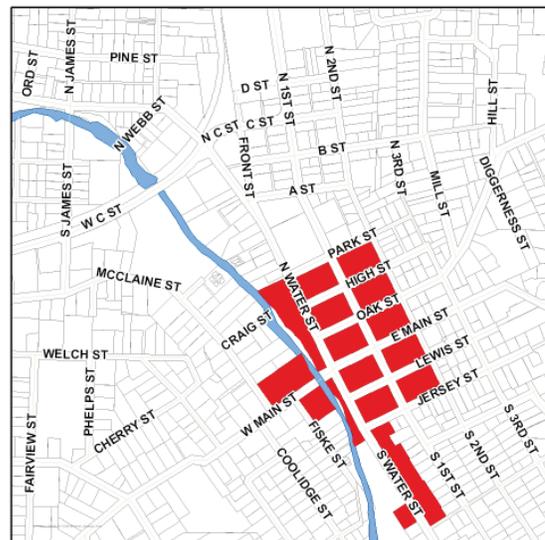


Figure 6.2 Downtown Commercial

National Historic Register

The Silverton Commercial Historic District (1885-1935) was listed in the National Register of Historic Plans on July 29, 1987. The area encompasses seven acres and five blocks in area and contains 44 buildings. It is roughly bounded by Silver Creek on the west, First Street on the east, High Street on the north, and Lewis Street on the south.

The existing buildings represent the remainder of the old industrial and commercial core of Silverton, in commercial and Italianate styles. The more impressive two story buildings anchor the corners in the district. The Wolfe Building features a cast iron and pressed metal front, the Masonic Lodge has geometric brick upper stories. The primary construction material in the area is brick, but also includes cast iron, pressed metal, wood, and stucco.

The building facades within the district are amazingly intact. Out of the 44 buildings, 27 are contributing resources; five primary and twenty-two secondary. Eight other buildings are classified historic non-contributing, which would be eligible for significant status if they were rehabilitated. Eight buildings are compatible, and only one is non-compatible, non-contributing.

One of the topographical elements having the greatest impact on the historic district is Silver Creek. The area is primarily drained by Silver Creek to the south. Silver Creek provides external view points from various locations around downtown.

Design standards for rehabilitation, restoration, and preservation of pre-existing structures are included in the Downtown Commercial zone. The standards require the restoration of the building with historic façade elements and materials. Original architectural detail must be preserved through window and door openings, decorative details, and exterior façade materials.



Historic Downtown



Figure 6.3 Downtown Commercial Fringe

Downtown Commercial Fringe – Historic Residential

The Downtown Commercial Fringe or Transition area (Figure 6.3) is characterized by small, detached single family homes built between 1890 and 1940. These structures currently have commercial zoning and many have converted to businesses. Some of the defining characteristics of these buildings are:

- Peaked rooflines;
- Wood or masonry construction materials;
- Setback of 15 to 25 feet; and
- Landscaping.

Downtown Commercial Fringe Design Standards

The purpose of the Downtown Commercial Fringe District (DCF) is to provide a transition between the DC District and adjacent neighborhoods and commercial areas. The DCF District is intended as a mixed use area, where commercial, residential and mixed use buildings co-exist and complement the downtown. Architecture reflecting the historic character of the area, and pedestrian oriented streetscapes, define the DCF District.

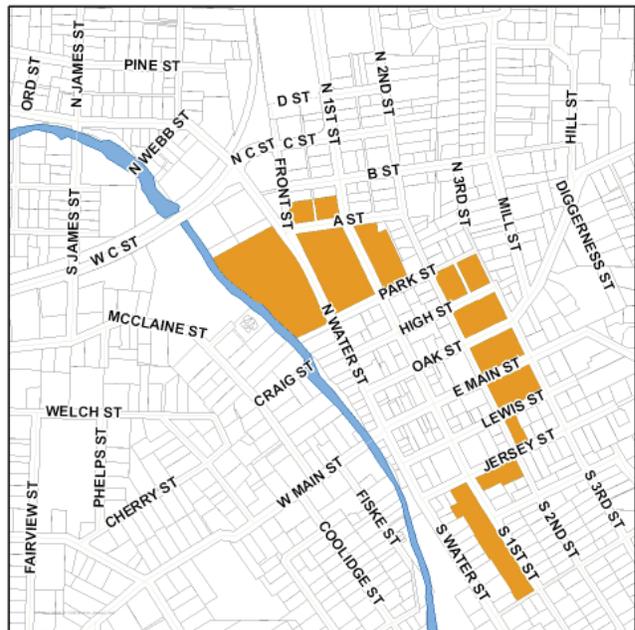


Figure 6.3 Downtown Commercial Fringe

The design standards are intended to:

- Encourage architecture that is consistent with the historic residential character of downtown Silverton;
- Ensure that new development creates a close, intimate human-scale and that architectural design addressed all four sides of a building;
- Encourage the use of contextually appropriate materials, textures, and colors;
- Promote pedestrian oriented uses by orienting buildings and their entrances to the street or to civic spaces abutting the street; and
- Balance rhythm and continuity-encourage creativity in the design of building elevations, rooflines, and façade elements;
- Create development that has:
 - Compatible height, width, massing, and scale of surrounding homes or buildings;
 - Compatible building form and roof style;
 - Setback of 5 to 20 feet; and
 - Landscaping and street trees.

Civic

Downtown's civic buildings reside on Water Street, between Jersey and Lane Street (Figure 6.4). These structures include City Hall, the library, the community center, and the Chamber of Commerce. The elementary school north of downtown also qualifies as a civic structure. These buildings demonstrate some characteristics of both the Downtown Core and Downtown Commercial Fringe districts, but are distinct in their prominent locations, larger structures, and civic architecture.

The Downtown Task Force and team have considered the future of civic functions in downtown Silverton. The Downtown Master



Downtown Civic

Plan process revealed a strong preference for civic functions to stay downtown. Community services such as the community center, police station, and support services should be located in the heart of the city. The City should take a lead role in maintaining historic character through renovation or new construction of civic buildings. The streetscape, discussed later in this document, should reflect the public character with public benches, trash receptacles, and public art.

The civic areas in downtown are encouraged to remain public and are required to adhere to the design standards of the commercial district in which they lie. A public zoning overlay will encourage the allowed uses in the current public, semi-public and governmental use zoning district. When property becomes vacant or transfers ownership, the public property will then adopt the zoning of the commercial district in which it lies.

Gateway and New Mixed Use

The Gateway area and New Mixed Use area (Figure 6.5) host a variety of building uses and styles. This area is contained by Park Street and C Street on Water Street and North First Street. The Gateway area includes converted single family houses, similar to the Downtown Commercial, and general commercial, sometimes in a storefront form. The area is defined by its potential as a “gateway” to the downtown, especially the triangle of land at Water, Front, and C Street.

The New Mixed Use area is characterized by neighborhood one-story storefront businesses and single family homes. The area has at least one vacant commercial building with over four acres, which could be re-developed into a cohesive mixed-use commercial anchor at the Northern end of downtown Silverton. This area could be improved through the adoption of a planned development overlay to the zoning code.

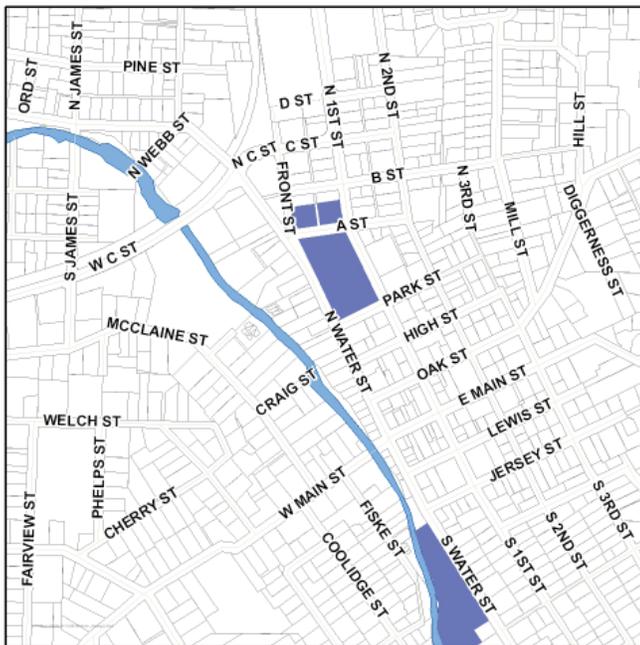


Figure 6.4 Civic Area

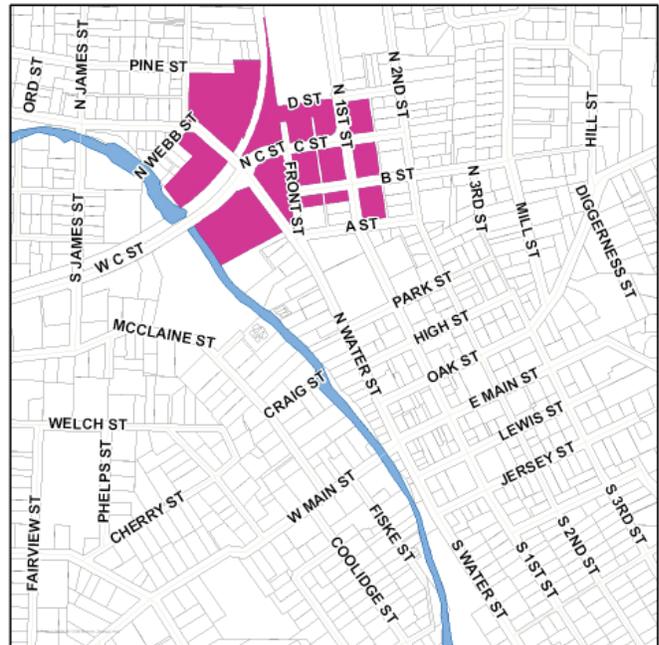


Figure 6.5 Gateway and New Mixed Use

General Commercial

The gateway area and new mixed use areas will be zoned general commercial. The section classified as New Mixed Use will have an additional overlay of planned development. The purpose of the new General Commercial zone is to promote compatibility with adjacent buildings, break up large building elevations, and promote human scale design.

The design standards are intended to:

- Encourage architecture that is consistent with the character of Silverton;
- Create mixed-use developments;
- Encourage pedestrian oriented development by orienting buildings to the street or civic spaces;
- Create vibrant civic spaces;
- Break down large building masses and provide visual interest along the street;
- Balance rhythm and continuity-encourage creativity in the design of building elevation, rooflines and façade elements;
- Provide weather protections where commercial and mixed-use buildings abut the street;
- Create development that has:
 - A design consistent with the architectural context in which they are located;
 - A setback of zero feet to 20 feet;
 - Landscaping; and Pedestrian amenities.



Additional Zoning & Design Standards

DOWNTOWN ZONING AND DESIGN GUIDELINES

Following is an overview of the elements included in the Downtown Commercial and Downtown Commercial Fringe zoning and design guidelines. This section is intended to introduce the reader to the vital elements of an invigorated downtown Silverton. For the entire text of the Silverton Commercial Districts Zoning Code (Chapter 2.3), please see Appendix I.

Zoning Uses Permitted Outright and Conditionally

Downtown Silverton hosts a variety of retail and commercial uses. The zoning and design guidelines have tailored the permitted uses for the Downtown Commercial and Downtown Commercial Fringe to those appropriate for a historic downtown and its surrounding area.

Permitted Uses:

- Residential uses on the upper floors (DC)
- Residential as stand alone use (DCF)
- Mixed use buildings
- Offices
- Retail sales and service
- Educational services
- Colleges
- Parks and open space

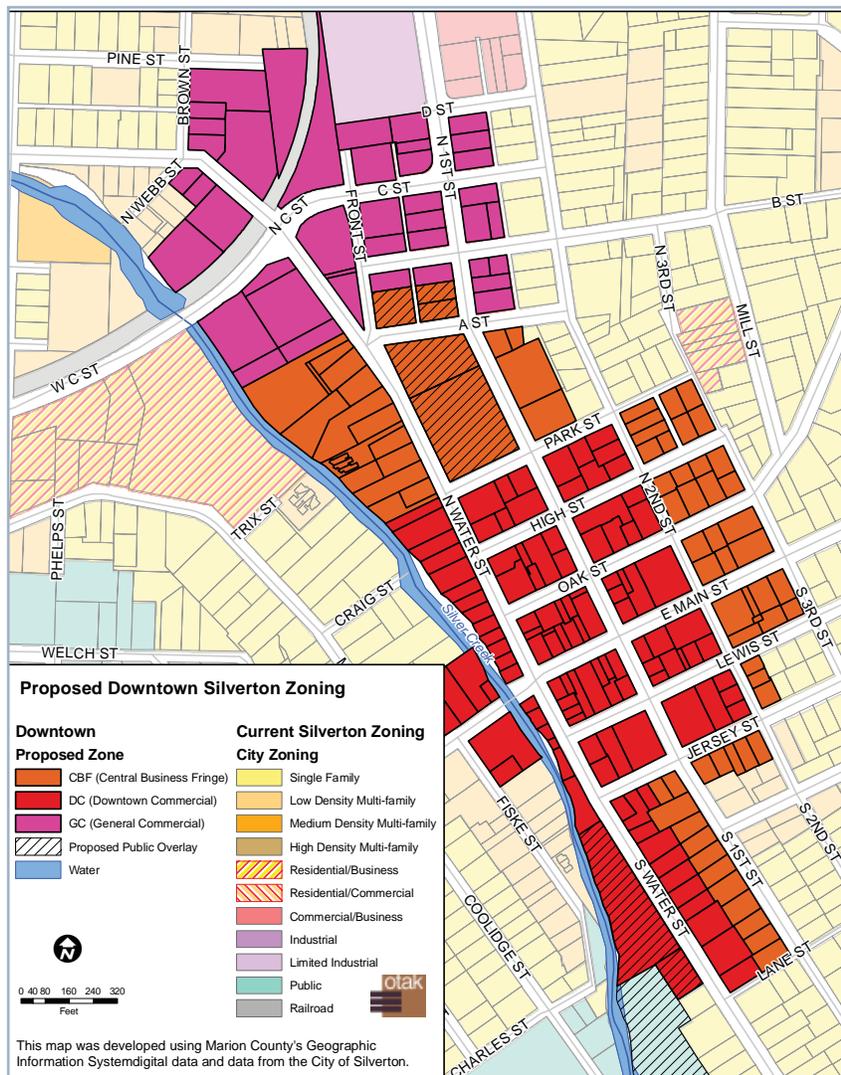


Figure 7.1

- Accessory structures
- Transportation facilities
- Basic utilities

Conditional Uses in Downtown Commercial and Downtown Commercial Fringe:

- Outdoor recreation commercial
- Parking lot
- Community service
- Daycare, adult or childcare
- Religious institutions
- Schools
- Rail lines and utility corridors

Conditional Uses in Downtown Commercial:

- Entertainment, major event
- Manufacturing & production
- Nurseries

Dwelling Unit Regulations

Residential uses are permitted in all commercial areas of Silverton. Due to the historic storefront nature of the downtown center, residential uses are encouraged for upper stories, but are not permitted on the ground floor. In the Downtown Commercial Fringe area and General Commercial area, free-standing dwellings are permitted and permitted with conditional use, respectively.

Lot Sizes and Setbacks

Setbacks, or build-to-lines, differ according to the commercial district in Silverton. In General Commercial Zones, at least fifty percent of the building's street facing elevation shall be located at the build-to-line or closer to the street. In the Downtown Commercial, buildings are expected to have a zero setback, unless a public use such as a café is planned for that space. Then the building is allowed to have five feet of setback. In the Downtown Commercial Fringe, the build-to-line is a minimum of five feet and a maximum of twenty feet. Lot sizes are not limited in the General Commercial and Downtown Commercial districts. In the Downtown Commercial Fringe, the minimum lot area is 1,600 square feet with a minimum lot width of twenty feet and a minimum lot depth of 80 feet.

Building Height, Bulk & Orientation

Building height, bulk and orientation play key roles in supporting a safe and attractive pedestrian environment, and vital retailing. It should provide a human-scale design that is characteristic of Silverton. Buildings should be oriented to the street and have primary entrances that open directly onto the sidewalk. Corner buildings should have corner entrances, and civic spaces should be oriented to take advantage of southern exposures.

Buildings should emulate the bulk of the surrounding area. In the Downtown Commercial and Downtown Commercial Fringe, the overall size and proportion of new structures shall be compatible with the scale of buildings constructed during the historic period (1890s – 1940s). Large building masses should be broken down to provide visual interest along the street. Where buildings with greater than 10,000 square feet of enclosed ground-floor space are proposed, they shall provide articulated façades on all street-facing elevations. This includes a break in the building façade every thirty feet, such as windows, primary entrances, awnings, offsets, terraces, changes in surface material, ornamentation, street trees, and small scale lighting.

The height of commercial buildings should reflect the surrounding community. Downtown Commercial buildings may have two to four stories, with a fifty-foot maximum height, similar to buildings of the historic era. Downtown Commercial Fringe buildings may be up to thirty-five feet in height. This height mirrors the existing historic residential nature of the district.

Building Materials and Design Elements

Building materials and design should impart detailed, human-scale design that is representative of Silverton. All new buildings and major remodels shall be designed consistent with the architectural context in which they are located. The ground floor and upper floor elevations and architectural

detailing should parallel adjacent commercial buildings.

The design of all buildings should be human scale and pedestrian oriented. There should also be continuity in the rhythm of windows and doors on the proposed buildings. Ground floor windows or window displays shall be provided along at least fifty percent of the street-facing elevation, but not cover more than 90 percent of the ground floor length. In the Downtown Commercial, ground floor display windows should be provided, such as is characteristic of the historic era. Architectural features shall be provided at the second floor to differentiate the storefront from the upper levels of the building, to add visual interest, and to allow the storefront to function as the base for the rest of the building. These features might be awnings, windows, or cornices. Awnings shall be compatible with the historic era and constructed with metal, wood, or canvas.

Materials, textures, and colors shall be compatible with Silverton's character. Compatible materials include masonry, tile, stucco, split face concrete blocks, or wood. Unadorned poured or tilt-up concrete or metal siding is subject to design review. Entirely pre-cast concrete buildings are not permitted. In the Downtown Commercial and Downtown Commercial Fringe, this means subdued colors and materials characteristic of the historic era.

Roof elevation, type, and pitch should also be compatible with surrounding buildings. In the Downtown Commercial, that indicates roofs with stepped or square parapets. In the Downtown Commercial Fringe, that denotes peaked roofs with a pitch of at least 6:12.

Downtown Commercial Fringe

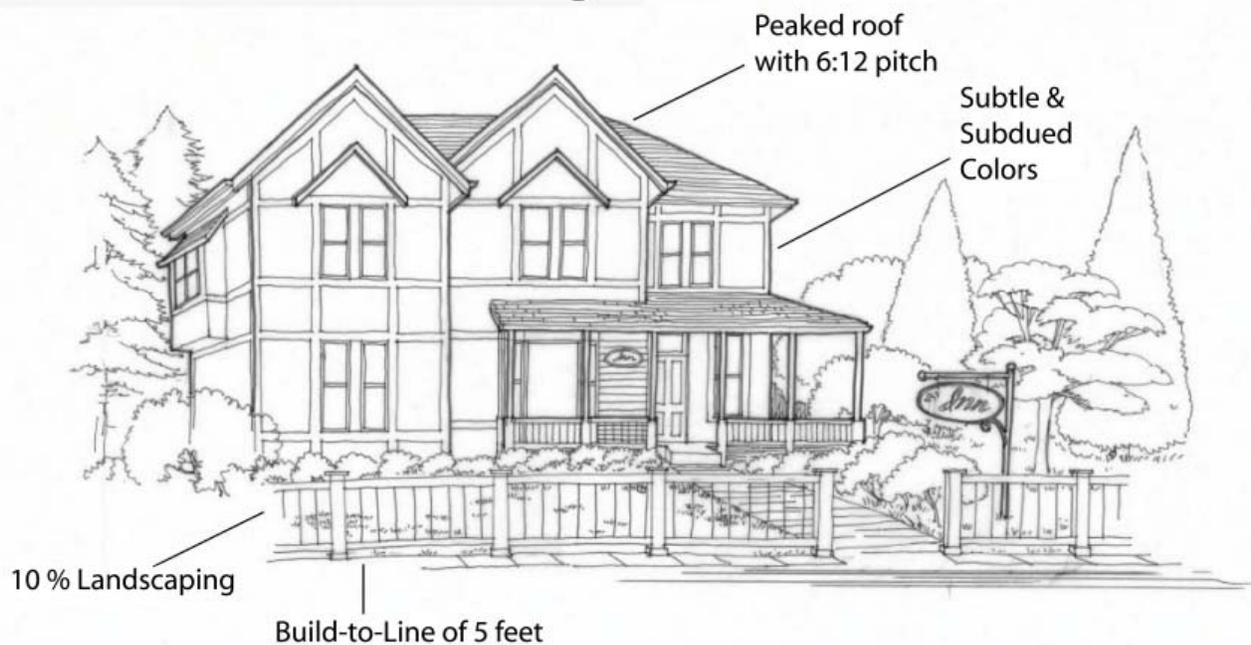


Figure 7.2

Pedestrian Amenities

Pedestrian amenities are essential to creating as informal gathering places for socializing, resting, and a pleasant shopping experience along street frontages. They provide natural surveillance and walkability, which supports Silverton's public safety and transportation objectives.

All new development and major remodels shall provide pedestrian amenities within a street furnishing zone, building frontage zone, or pedestrian through zone on the sidewalk. These pedestrian amenities may include a plaza, courtyard, square or extra-wide sidewalk next to the building entrance. An outdoor dining area, bench, or garden wall also qualify as pedestrian amenities. Other examples include awnings, public art with seating, or a transit amenity such as a bus shelter.

Parking Standards

Off-street parking should not detract from the character of Silverton. Off-street parking, driveways, and other vehicle areas shall not be placed between buildings and the street to which they are oriented. Off-street parking shall be oriented internally to the site, with parking bays separated by landscaping. Bays shall contain no more than ten spaces on average per bay.

Parking lot landscaping shall consist of a minimum of ten percent of the total parking area. The landscaping in parking areas is in addition to that required to meet other standards or percentages of required landscaping. A minimum of one tree for every seven parking spaces shall be provided.

In the Downtown Commercial, "knee walls" are required to screen street-side parking lots. "Knee walls" shall not exceed 2.5 feet in height and shall be constructed with masonry. A combination of walls and landscaping may be approved if they provide an effective buffer and low-level screen of the parking area.

Downtown Commercial

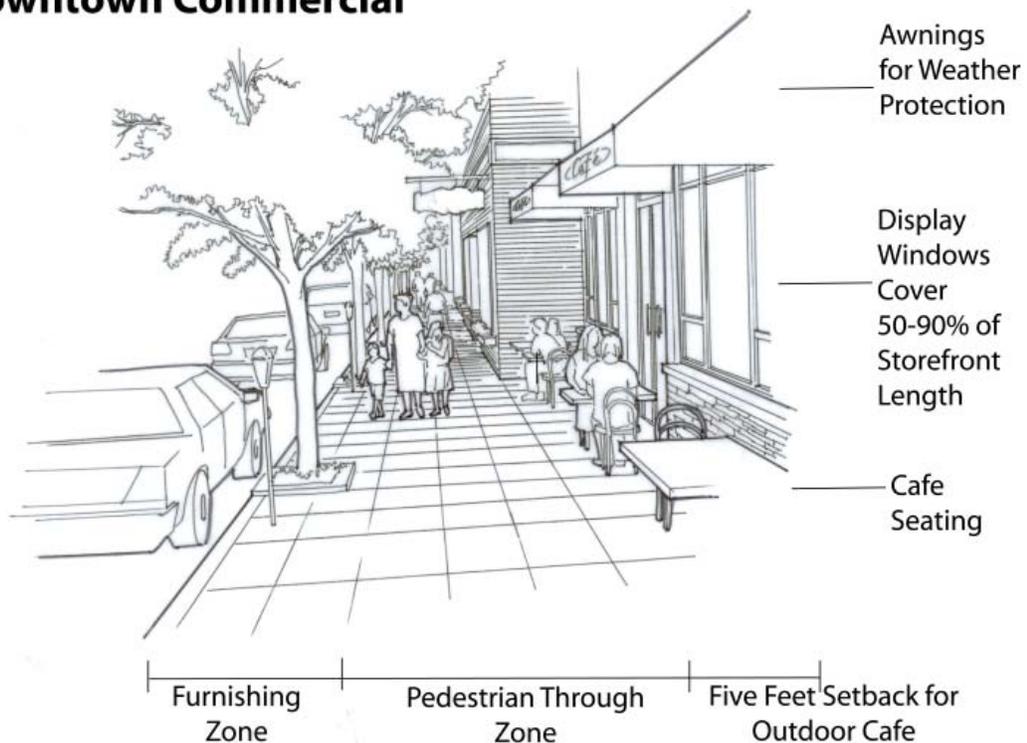


Figure 7.3

Downtown Commercial



Figure 7.4

Unacceptable Rehabilitation, Restoration, & Preservation

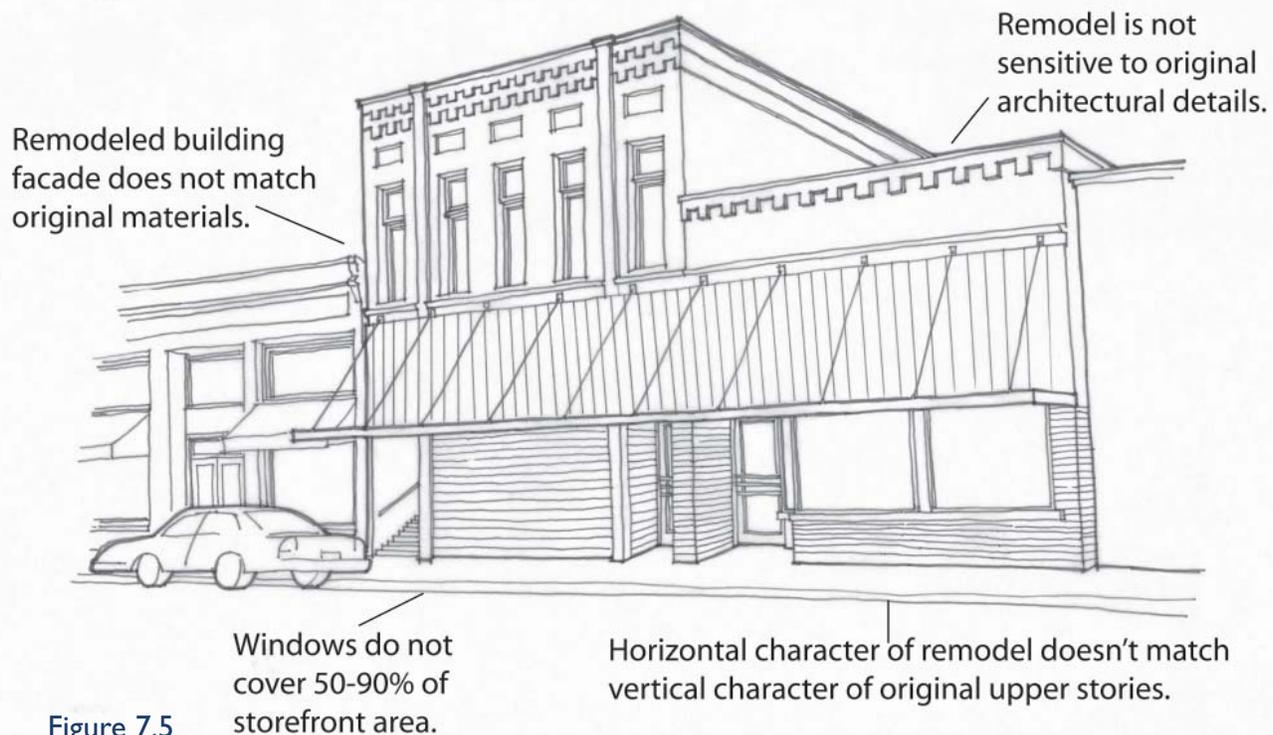


Figure 7.5

Creek Walk

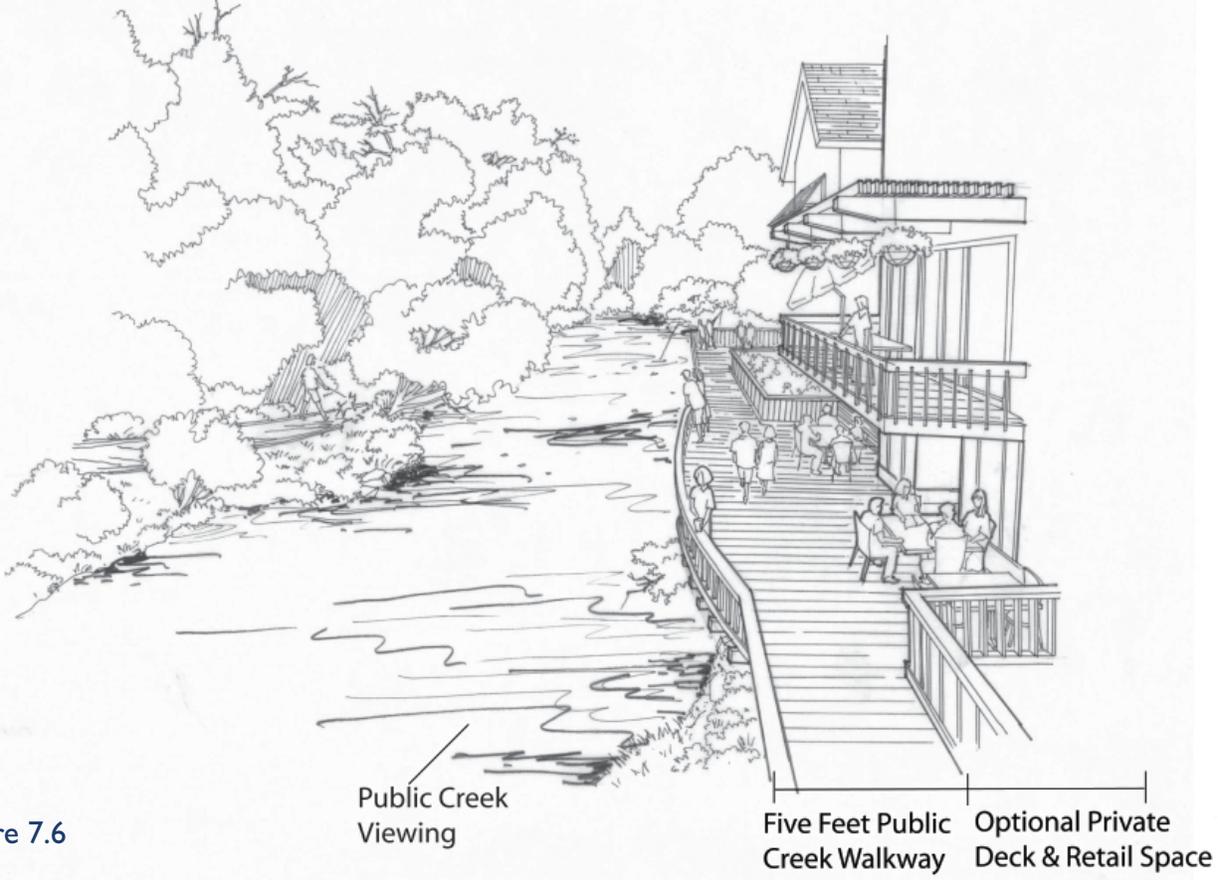


Figure 7.6

Open Spaces, Public Spaces

Open space is a key component of downtown Silverton. Parks and Open Space are permitted throughout the commercial zone. Silver Creek provides a great amenity for public space and public viewing. As such, the Downtown Commercial and Downtown Commercial Fringe have designated creek protection. Creek protection is required as part of the project design to maintain water quality and wild animal habitat. In addition, native riparian plant materials shall be planted adjacent to the creek to enhance creek habitat, consistent with state and federal regulations.

In the Downtown Commercial and Downtown Commercial Fringe, buildings must also promote public viewing of the creek. The Downtown Commercial requires a public easement on decks and balconies adjacent to Silver Creek. The Downtown Commercial Fringe requires a public easement for a trail adjacent to Silver Creek.

Two locations for plazas were identified in the Downtown Master Plan Process: the High Street Plaza and the Silver Creek Overlook (Figure 10.1 & 10.2). Located at High and Water Street, the High Street Plaza could create a visual and physical access to creek from High Street. It also could serve as a plaza for events, vendors, and festivals. The Silver Creek Overlook would be located at Lewis & Water Street. The plaza could provide visual access to Silver Creek and a space for an informational kiosk.



Landscaping

Landscaping is important in some areas of downtown Silverton and less vital in others. In the General Commercial and Downtown Commercial Fringe, landscaping must be at least ten percent of the total area. Landscaping may include plant areas or some non-plant or hardscape amenities such as plazas, planter boxes or street tree wells.

Historically, Silverton's downtown center did not have planted areas such as landscape strips or street trees. Buildings had a zero foot setback and provided pedestrian amenities through awnings, signage, and lighting. For that reason, there is no minimum landscaping required in the Downtown Commercial area.

Two options for street trees in the Downtown Commercial area have emerged from the Downtown Task Force. One option calls for a streetscape with plazas, planter boxes, hanging baskets, awnings, historic signage, and street lamps, but does not mandate the planting of street trees. This is preferred by some merchants and community members who believe that trees block signage and retail store visibility. Trees also require more maintenance and are non-historic in downtown Silverton. This is an appropriate streetscape treatment for the area bounded North and South between High Street and Lewis Street and bounded East and West by Water Street and First Street.

The other streetscape option includes street trees in addition to pedestrian amenities, such as planter boxes, hanging baskets, awnings, historic signage, and street lamps. Supporters of this option state that trees offer shade, color, vibrancy, and beauty to the downtown area. They note that many downtowns include street trees with decorative grates. This is an appropriate treatment in downtown outside of the area listed above.

TRANSPORTATION

Transportation

TRANSPORTATION

Existing land use and transportation assessments were completed as background for the Downtown Silverton Master Plan. This information was used as a starting point for the planning process. Otak, DKS, and the City of Silverton gathered data on local street traffic counts, zoning, existing land use, comprehensive plans, and additional policy and regulation documents. This assessment of land use and transportation data led to the development of transportation and land use recommendations that form the basis of the master plan. This section addresses the transportation assessment and summarizes transportation recommendations as part of the Silverton Master Plan. Included in these recommendations are intersection designs meant to address downtown Silverton's long-term transportation challenges.

Please see Appendix II and the Silverton Transportation System Plan (2007) for an in-depth, detailed analysis and set of recommendations.

Pedestrian

Sidewalks are generally present on both sides of the street in the central downtown area. The railroad and Silver Creek present barriers to pedestrian connectivity. Typically, the most significant pedestrian movement occurs near retail, recreational, and educational facilities, such as the elementary school on Water Street.

In downtown, some areas are missing sidewalks. The areas for infill downtown include portions of C Street, A Street, 3rd Street and N. Water Street. In addition, downtown could improve its pedestrian network with enhanced crossing. Some prime crossings are at Lewis Street at Water and 1st and at all un-signalized crossings of Water and 1st between Oak Street and C Street. For a detailed list and map of potential future crosswalks in downtown Silverton, see Figure 8.2.

Bicycle

The arterial roadway system in downtown Silverton includes a combination of striped bicycle lanes and shared facilities. There is limited signage and designation of through bicycle routes serving the gateways into downtown. In addition, Silverton lacks bicycle racks and storage facilities.

Within the downtown area, it is recommended that bicycles be provided with shared travel lanes. The downtown area should also provide additional bicycle parking. Future bicycle lanes on facilities leading into downtown Silverton should include:

- Water Street
- C Street
- 1st Street
- Main Street
- Oak Street
- McClaine Street

Transit

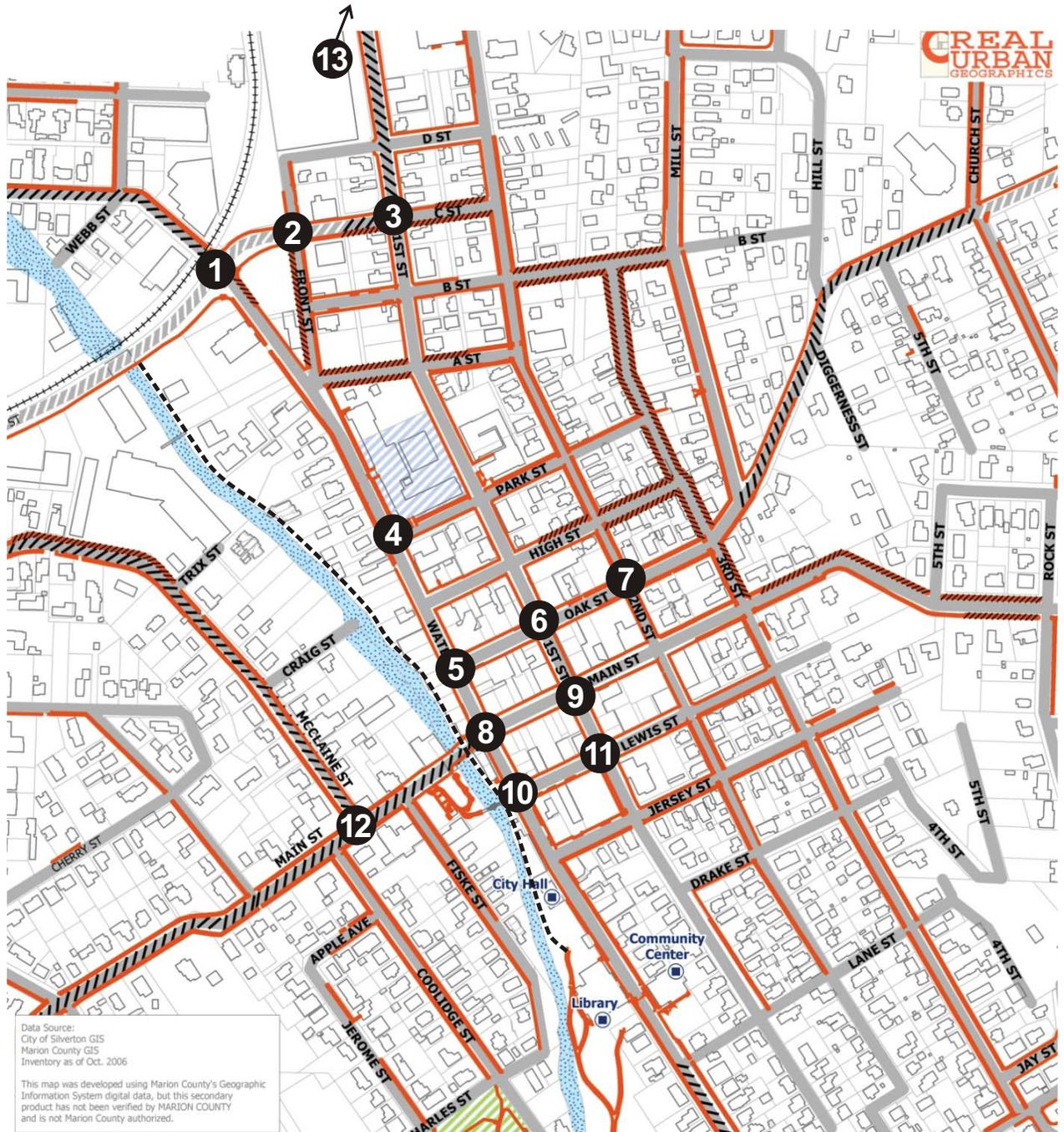
The existing transit service within the City of Silverton is limited to one regional service provider and three demand-responsive dial-a-ride service. These services are provided by Chemeketa Area Regional Transportation System (CARTS), the Silver Trolley, Wheels Community Transportation and Seniors Plus medical service by Silverton Hospital.

The projected size of Silverton limits the probability of a fixed route transit system. Generally a population of 25,000 is considered reasonable to conduct a transit feasibility study. However, the current system could be enhanced through change in scheduling and hours of operation of the dial-a-ride services. In addition, downtown Silverton should consider a commuter connection to Salem and dial-a-ride transit stop in downtown.

Motor Vehicle

The motor vehicle system within the downtown study area is composed of state highways (Highway 214 and Highway 213) and city streets. The state highway operates as a one-way couplet between C Street and Lewis Street. Water Street (southbound) and 1st Street (northbound) are one-way facilities. Currently the speed limit through the downtown

City of Silverton Downtown Development Plan



Data Source:
City of Silverton GIS
Marion County GIS
Inventory as of Oct. 2006

This map was developed using Marion County's Geographic Information System digital data, but this secondary product has not been verified by MARION COUNTY and is not Marion County authorized.

Key Map Legend

- | | | | | | |
|----------|-----------------------------|--|------------------|--|----------|
| 0 | Study Intersection & Number | | Civic/Government | | Roads |
| | Existing Bicycle Lanes | | Park | | Railroad |
| | Proposed Bicycle Lane | | School | | |
| | Existing Sidewalk | | Water | | |
| | Proposed Sidewalk Infill | | | | |
| | Proposed Trail | | | | |



DKS Associates
TRANSPORTATION SOLUTIONS

Figure 8.1

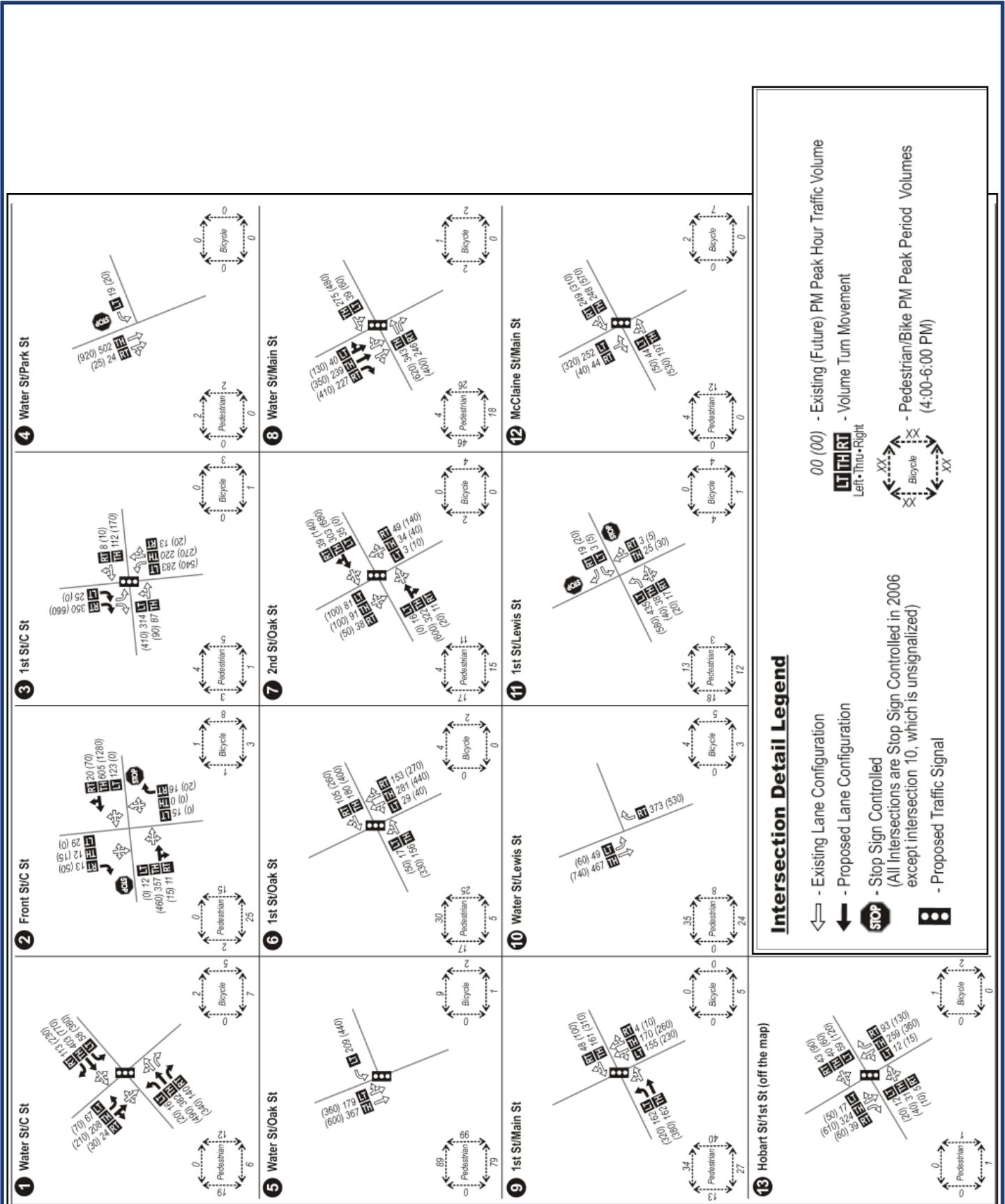


Figure 8.2

core is 25 mph. All of the intersections in the area are either un-signalized (2-way stop) or all-way stop controlled. The all-way stop controlled intersections include:

- C Street/1st Street
- Main Street/1st Street
- Main Street/Water Street
- Oak Street/1st Street
- Oak Street/Water Street

Currently, the intersection of Water Street/C Street fails to meet the Marion County operating standard. Also, the intersection of Water Street/Main Street had two pedestrian or bicycle collisions in the last three years.

Population Growth and external traffic will continue to affect downtown Silverton. Silverton is projected to grow from 8,000 residents in 2005 to 14,000 in 2030. External through traffic trips will grow from 14,600 in 2006 to 24,300 in 2030. The traffic growth at the gateways to Silverton will be two-three percent a year.

The following list includes the recommended mitigation measures required based on the identified future deficiencies. The mitigation measures include:

- Install traffic signal at McClaine Street / W. Main Street
- Install traffic signal at Oak Street (Hwy 213)/2nd Street
- Close the south leg of 1st Street (Hwy 214)/Lewis Street
- Construct eastbound right turn lane at Main Street/Water Street
- Construct southbound right turn lane at Main Street/Water Street
- Construct eastbound left turn lane at Main Street/1st Street
- Obtain an ODOT Special Transportation Area (STA) designation.

These mitigation measures will reduce the Average Peak Hour Delay through downtown to one minute from 8 minutes. They also may require the removal of four to five parking spaces on Water

Street and twelve to fourteen parking spaces on Main Street. An ODOT Special Transportation Area (STA) designation for downtown could provide flexibility for mobility standards and roadway design features. With STA designation speeds could be as low as 20 mph. STA designation allows for design flexibility, including reduced mobility standards (v/c), curb extensions, on-street parking, sidewalk widths, and narrower lanes.

Substandard Right of Way Widths

Streets with less than sixty foot widths will need additional setbacks on new and re-development fronting those streets. Streets in the downtown core area include: McClaine, Second, Park, and Third. Streets in other areas covered by the Downtown Master Plan include: Front, Brown, Webb, and Pine. (Figure 8.4)

Parking

Walker Macy, Kittleson & Associates, Inc. and Urbsworks produced the Downtown Parking Study as part of the Transportation Planning Study of November 1998. According to that study, the 1998 demand for parking in downtown Silverton was low compared to the total parking supply. During the weekday peak, only forty percent of the 1,080 parking spaces were filled. On the weekends, this rate drops to twenty-five percent. Public parking spaces were used more than private parking spaces. Of those public parking spaces, including metered parking spaces, ten percent were occupied for more than a two-hour period. This utilization rate affects the availability of short-term parking in the commercial core.

In that study, the authors noted several options for increasing short-term and long-term available parking for the urban core. These recommendations include:

- Use parking meters and enforcement to guarantee short-term parking;
- Create shared-parking partnerships with local churches and lodges;
- Discourage employee parking in the City parking lot;
- Relocate City and Police vehicle storage to

a remote parking area;

- Purchase properties for current surface and future structured public parking;
- Examine development codes and their compliance related to off-street parking provisions; and
- Consider the addition of ten minute short-term parking, additional handicapped parking, and the location of truck loading zones.

In the next twenty years, it is possible that the City of Silverton will lose four to five on-street parking spaces on Water Street between Oak and Main Street and twelve to fourteen on-street parking spaces on Main Street between Water & First Street for street improvements. (Figure 8.5) The two mitigation measures that will likely create this loss of parking are a southbound right turn lane at Main Street/Water Street and an eastbound left turn lane at Main Street/1st Street.

Off-street parking may also be lost to uses more compatible to a historic downtown environment. The Downtown Master Plan encourages the infill of private parking lots in the downtown core to create a vibrant pedestrian and retail environment. Furthermore, the zoning code does not require any off-street parking spaces to be provided by new developments in the downtown core.

To mitigate off-street parking spaces lost to the redevelopment of private parking lots and on-street parking spaces to street improvements, Silverton should first implement the recommendations of the 1998 Downtown Parking Study. The City of Silverton should also continue the ownership and use of the existing public parking lot. In the future, the City of Silverton should consider the acquisition of another public parking lot, potentially in association with the development of a High Street plaza (Figure 10.2 & 10.3).

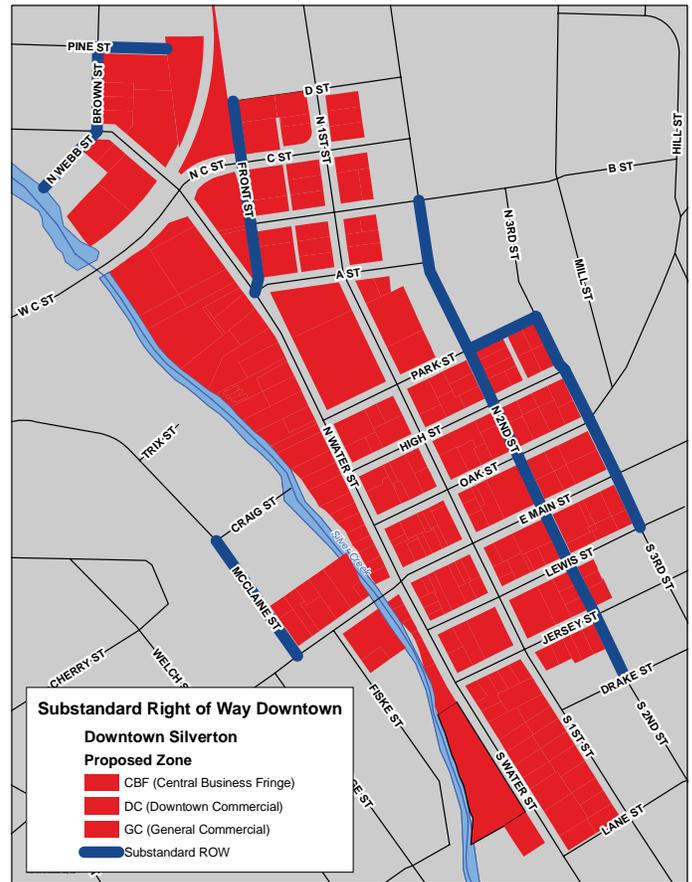


Figure 8.4



Figure 8.5

STREETSCAPE AND INTERSECTION DESIGN

This map (Figure 8.1) is intended to match the design of the streets to their surrounding form and context. It is based on the premise that the City does not have unlimited resources for pedestrian-oriented improvements, so it is helpful to designate where various design elements should be cohesively placed. The noted key intersections are addressed later in this document with detailed diagrams.

The Core Streets are recommended as the most pedestrian-oriented and support the traditional character of the Downtown. The Civic Street section along Water Street would distinguish and honor the public buildings along it. The design of the Gateway Streets would be coordinated with the open and landscaped character of the Gateway District.

Streetscape & Intersection Design

Downtown Street Design Matrix

Various street elements have been determined for each street type. These recommended, optional, and not recommended elements are listed in the Street Design Matrix (Figure 10.7). The Street Design Matrix compares the three recommended streetscapes in downtown Silverton: Downtown Core, Gateway, and Civic.

Each type of street has its own character. Core streets retain the historic storefront nature of downtown with short-term parking, wide sidewalks, paved furnishing zone, outdoor seating, benches, historic lighting, hanging baskets, and planters and

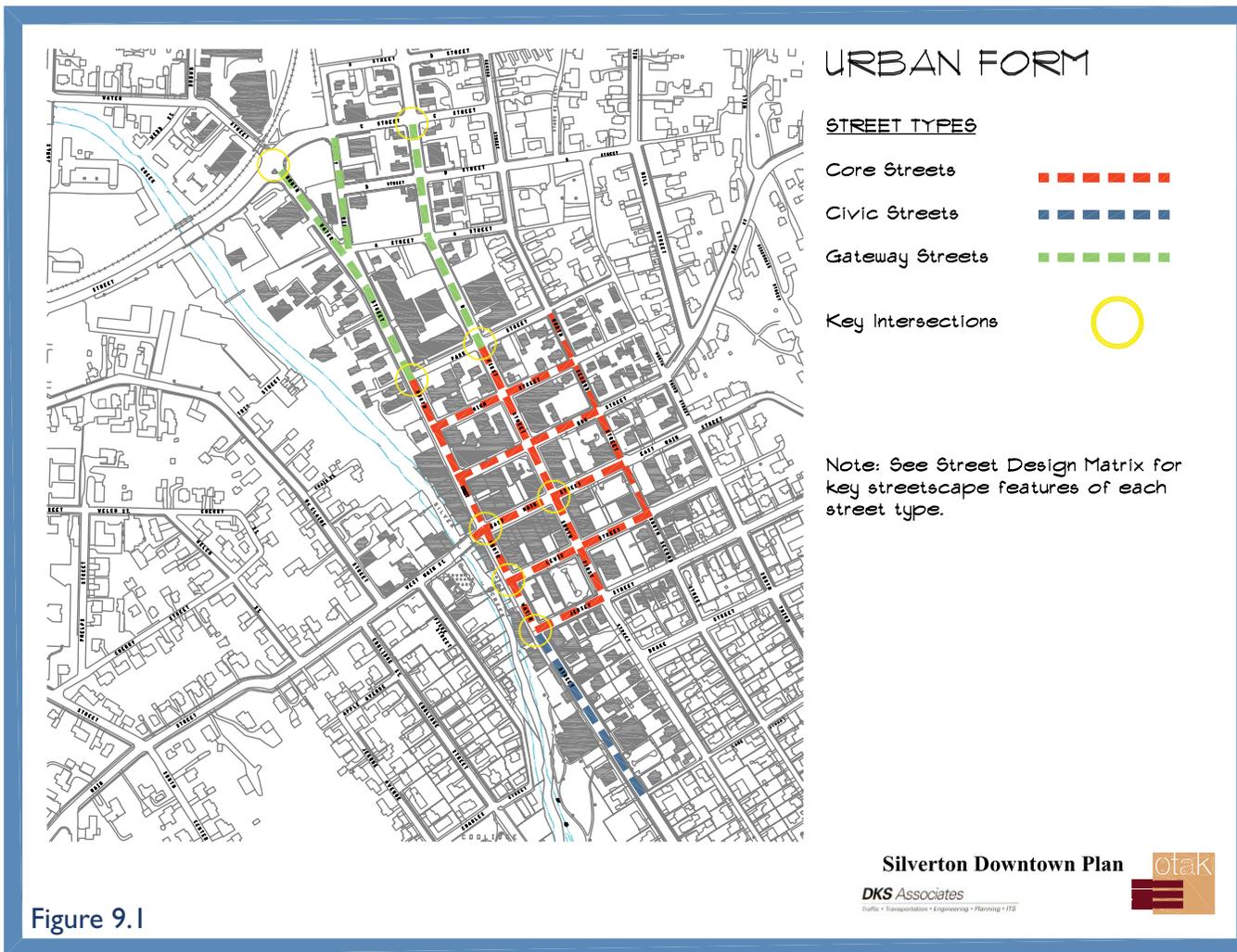


Figure 9.1

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window boxes. Gateway streets have long-term parking, wide sidewalks, planter strip, deciduous tree canopy, and direction signage. Civic streets have wide sidewalks, paved furnishing zone, bike racks, deciduous tree canopy, and informational signage.

The street design represents a typical street in that area. Each street block will require a detailed analysis to determine the elements that will fit best in that environment. Some streets may have enough right-of-way for wider sidewalks, curb extensions, and street furnishings. Other streets will permit less flexibility or area for design elements in the sidewalk or furnishing zone.

Design of Street Elements

The downtown community will need to determine the preferred design of street furniture, pedestrian amenities, and street materials. Design examples of these elements are provided in Figures 9.2 through 9.6.

During this process, the Downtown Task Force and Silverton staff decided on several street elements. They selected a light pole and globe for the downtown core. The vision includes hanging basket extensions so that flower baskets or banners can be hung as an extension of the existing flower basket program in downtown Silverton. These light poles should also include electricity for holiday light displays. Downtown Silverton should also reduce directional sign clutter and implement standardized historic street signs. Public art should continue to be encouraged throughout the downtown area.

Other streetscape elements were also considered, including bike racks, benches and street furniture, crosswalk and curb extension materials, and overhead wiring. Street trees are an appropriate streetscape treatment in downtown, with the exception of the historic downtown center bounded by High Street, Lewis Street, Water Street, and First Street.



Streetscape Furnishings

Streetscape furnishings are chosen to enhance the character of downtown Silverton. They are finishing touches for “place making.” They create a human scale, serve as a set of visible landmarks, and help identify different functional areas of the streetscape. Complementary furnishings, chosen for consistency in color, material and form, will enhance the historical character of downtown Silverton and provide thematic consistency in the implementation of the Downtown Development Plan.

Color, materials and form work together to provide visually unifying elements which can tie spaces separated by distance and function. Black is recommended as a unifying color. It will provide a dignified, historic character that will allow the life of the street to step forward. The furnishings shown below are all available in black. Exceptions to black are tree grates, curb extensions, crosswalks and sidewalks. Similar materials in all furnishing (cast iron or steel) will help unify the downtown area. The preferred form for downtown Silverton is the “Classic” style, which reflects the historical character of downtown. The furnishings below are all in this style.

Preferred Street Lamp

Street lamps are chosen for their material and design compatibility, durability, and illumination potential. The street lamp was chosen to reflect the historic nature of downtown Silverton. It is a post-top acorn luminaire on a 16’ black, fluted cast-aluminum pole with a decorative shroud and base, and arms for banners and hanging baskets. Hanging baskets are a key component of the streetscape found in downtown Silverton and the light pole must be able to hold the weight (approximately 50 lbs.) of the large hanging flower baskets.

Concerns about maintaining the “dark sky” exist with this street lamp choice. To address this concern, internal louvers could be added to direct the light cone downward and interior shields could be added to minimize glare. Other lamp fixtures which fit the character of downtown Silverton and address the concerns over dark sky may be considered for downtown Silverton.



Figure 9.3



Figure 9.2

Preferred Bike Rack

Bike racks are chosen for durability of materials, consistency of style with other furnishings, and ease of use. The bicycle rack shown was chosen for its easy identification of usage and its simplicity of design. A larger version of this bicycle rack may be used based upon anticipated need.

Bike Racks shall generally be placed in the furnishing zone parallel to the sidewalk, and midway between the back of curb and the edge of the furnishing zone. The bike rack and bike together shall allow a minimum of six feet of pedestrian clear space in the sidewalk. Bike racks are best placed along streets with designated bike lanes, or where bikes share travel lanes. They shall be placed near building entries, but not directly in front of them.



Figure 9.4

Preferred Street Bench

The metal bench was chosen for durability of material, style, and consistency of materials with other street furnishings. The bench above can be placed in wide sidewalks and other large public spaces within the Right-of-Way. Property owners can be encouraged to place benches within set-backs or other areas to encourage pedestrian activity.



Figure 9.5

Preferred Crosswalk

Crosswalk treatments can enhance pedestrian safety, bring focus to the intersection and provide interesting character to these active public spaces. The patterns were chosen for its compatibility with the historic character of the downtown. The zebra crossing's reflective tape provides additional pedestrian visibility and ease of maintenance.



Figure 9.6

Preferred Bollard

Cast iron bollards are chosen for durability of materials and consistency of style with other furnishings. The preferred bollards shown also have the ability to be lit. Bollards are appropriate at mid-block crossings to mark pedestrian crossing areas. They may also be used at intersections where streets may be turned into temporary “plazas” for festivals and special events

Preferred Trash Can

Trash receptacles are chosen for durability of materials, consistency with other furnishings, and ease of maintenance. The preferred trash can shown also has a permanent lid which protects it from the weather and aids in the ease of maintenance. Trash Receptacles shall be placed in the furnishing zone or building zone, near the building entries or other areas where they can be easily accessed without impeding pedestrian flow or be visually obtrusive.



Figure 9.7



Figure 9.8

Preferred Kiosk

Kiosks are traditionally used for interpretive signage, downtown maps and temporary exhibits or posters. One or two kiosks are likely to be placed throughout the downtown, and they need to reflect the historic character of downtown Silverton. Traditional kiosks may be two-, three-, or four-sided, depending on the available space and ease of pedestrian access. The display area should begin no less than 24 inches above the ground and reach a height of no more than six feet. It is also recommended that the kiosk provide weather protection, such as roof.

A custom-built, traditional kiosk, such as the one in current use, will easily fit into the historical character of downtown Silverton. It is recommended that the kiosk be custom designed and constructed by a local artist in metal to fit the character of downtown Silverton. The photo shown is an example only.

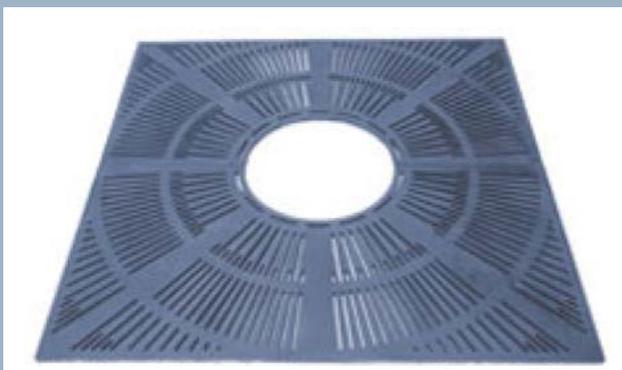


Figure 9.9

Preferred Tree Grate

Tree grates will protect trees in heavily trafficked areas and enhance the urban character of downtown. The style shown is expandable, allowing for tree growth and is aesthetically pleasing. Radial patterns distinguish the otherwise pragmatic tree grate. In addition, a powdercoat finish will prevent the oxidation of the tree grates and keep a smooth, neat finish.

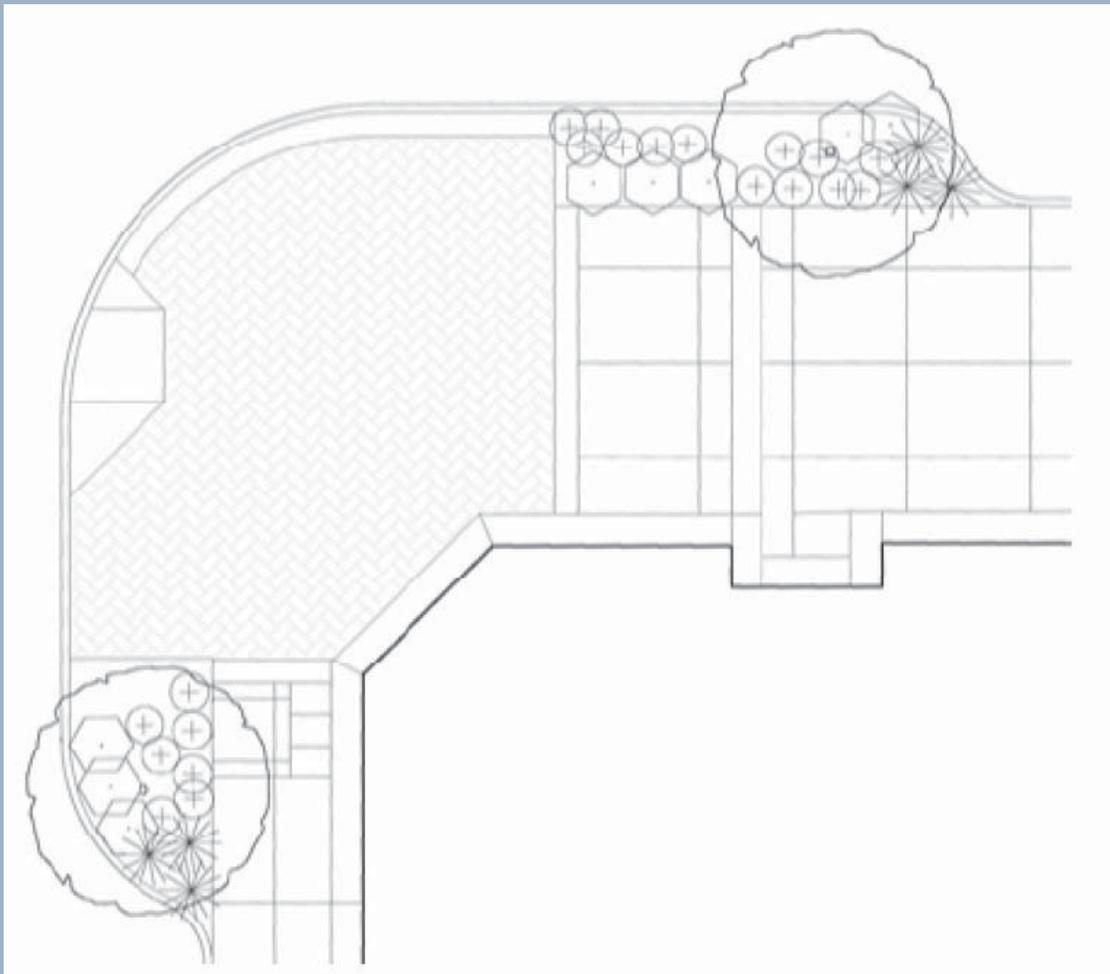


Figure 9.8

Preferred Curb Extension

Curb Extensions can be enhanced with plant materials, pavers or special scoring patterns. Each of these treatments has a different initial cost, maintenance requirement, and effect on the character of the intersection.

Pavers provide distinct visual interest to curb extensions and can contribute to a “plaza” character at intersections. The drawing above illustrates the preferred curb extension for downtown Silverton. It contains a corner bulb

marked by a finer, herringbone scoring pattern than the adjacent sidewalk, combined with two small planters in the curb-extension. Red brick pavers in a herringbone pattern are the preferred curb extensions materials.

Planter Strips can add valuable “green space” to the downtown and provide soft edges to counteract the primarily rectilinear forms of downtown. Small planter strips as shown above are recommended for downtown Silverton.

	CORE ST.	GATEWAY ST.	CIVIC ST.
ON-STREET PARKING			
Parallel parking (long-term)			
Parallel parking (short-term)			
SIDEWALK CHARACTER			
Wide sidewalks (10' or greater)*			
Paved furnishing zone			
Planter strip			
Outdoor seating/retail focus			
Curb extension options			
Textured crosswalk			
SIDEWALK FURNISHINGS			
"Traditional" character			
Bike racks			
Benches			
Trash receptacles			
Trees grates**			
Landscaped tree wells			
LIGHTING			
Pedestrian scale (18' or less)**			
Option for hanging baskets/banners			
LANDSCAPING			
Deciduous tree canopy			
Street corner planting			
Planters and window boxes			
WAYFINDING			
Information/Exhibits/Directional			
Decorative Street Signs			

KEY

Recommended

Optional

Not Recommended

Figure 9.10

Department of Transportation (ODOT).

Core Street

The streetscape of core streets should balance sidewalk and storefront uses. To achieve this may require street improvement projects to narrow existing pavement and widen existing sidewalk. This may require the approval of a Special Transportation Area (STA) on the Oregon

The Core street cross-section demonstrates a typical street in the downtown core. (Figures 9.11 - 9.12) Some of the streets in this area have optimal right-of-way of 60 feet or more. Other streets have less than 60 feet of right-of-way. Individual blocks will need a detailed analysis to

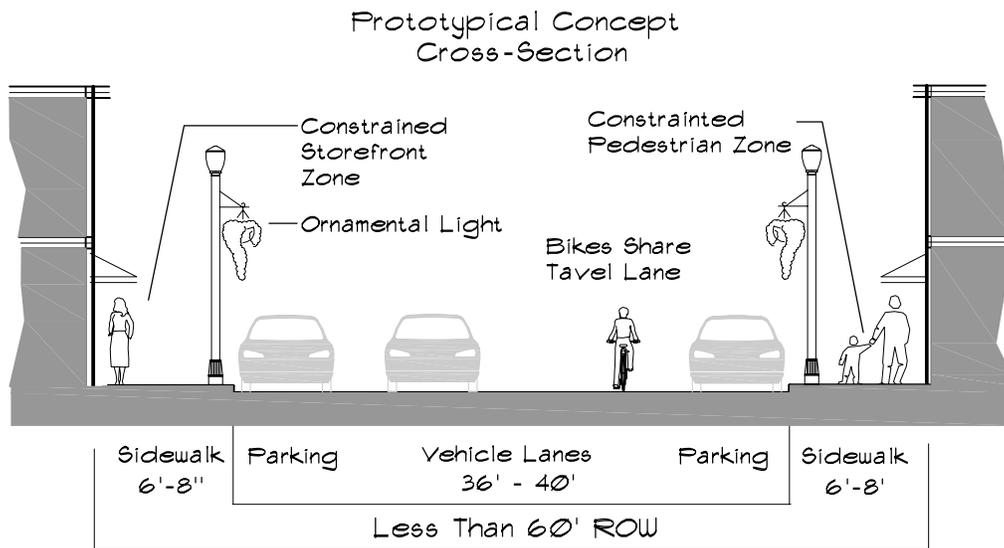


Figure 9.11

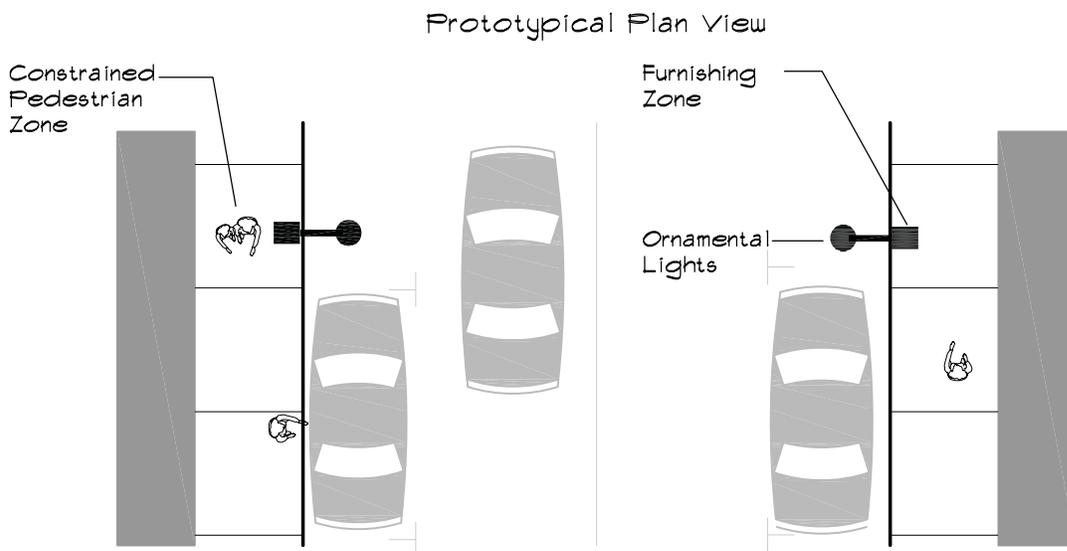


Figure 9.12 Core (Non-Optimal R.O.W.)

determine the applicability of street improvements, sidewalk furnishings, and other pedestrian amenities. Some of the elements in streetscape improvements in the core area include:

- Sidewalk widths of 10 feet;
- Ornamental street lights with STA approval;
- Optional street trees;
- Simple concrete and scoring treatments for

- sidewalks to maintain historical character;
- Curb extensions at intersections are optional. (Curb extensions are non-historic and require a STA approval); and
- Storefront displays, seating and other amenities to appropriately utilize sidewalks.

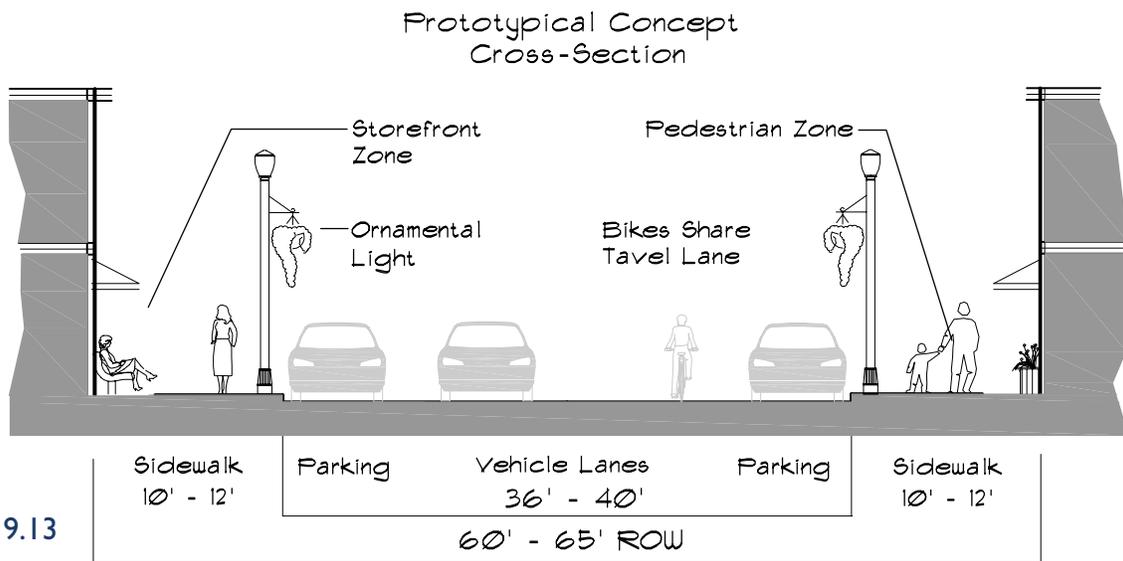


Figure 9.13

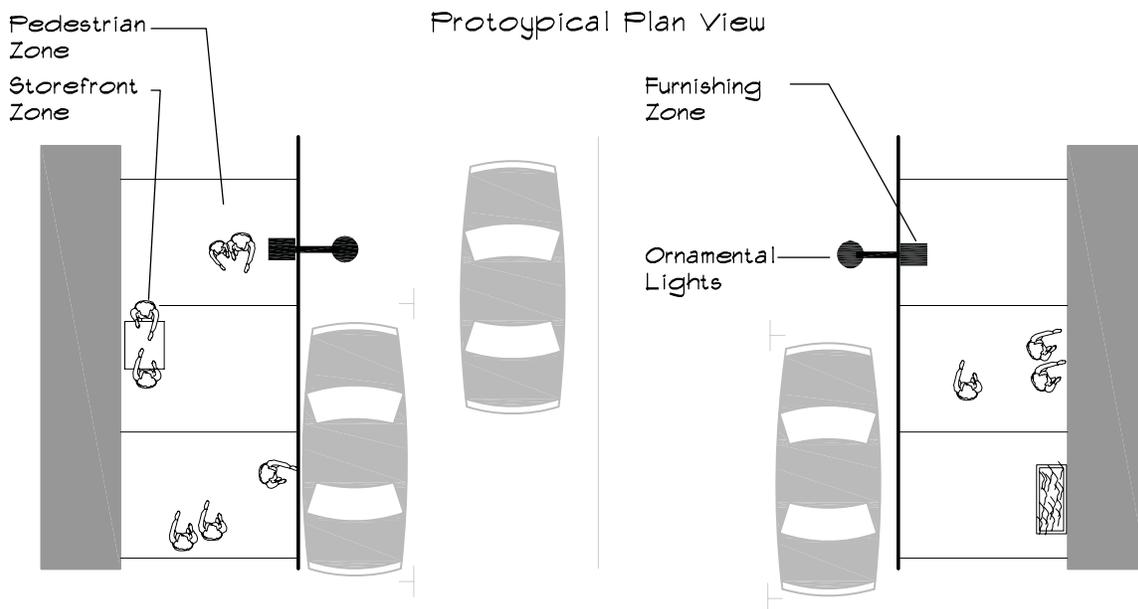


Figure 9.14 Core (Optimal R.O.W.)

Civic Street

South Water Street is an opportunity to define a distinct streetscape connecting the Downtown Core to key civic buildings. The civic streetscape would be defined by special sidewalk treatments and elements within the sidewalk furnishing zone.

The Civic street cross-section demonstrates a typical street in the southern civic focused area of downtown. (Figures 9.15 & 9.16) Individual blocks will need a detailed analysis to determine

the applicability of street improvements, sidewalk furnishings, and other pedestrian amenities.

Potential improvements to Civic streets include:

- Narrow travel lanes and widen sidewalks with STA approval;
- Street trees in decorative grates;
- More complex sidewalk scoring to indicate a furnishing zone;
- Curb extensions at intersections or mid-

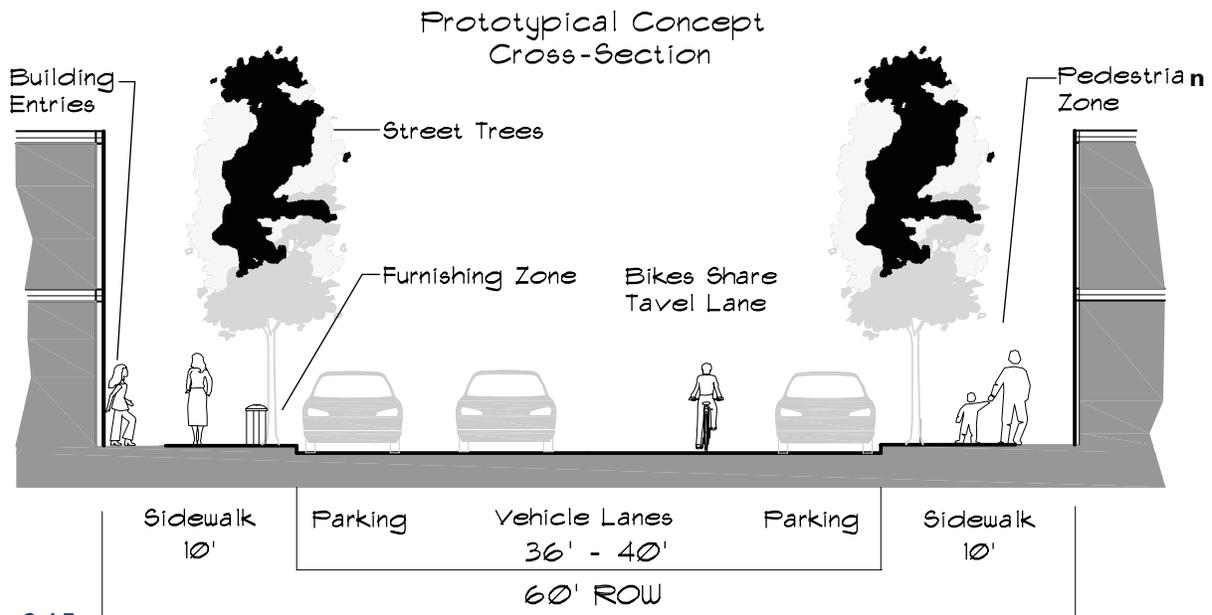


Figure 9.15

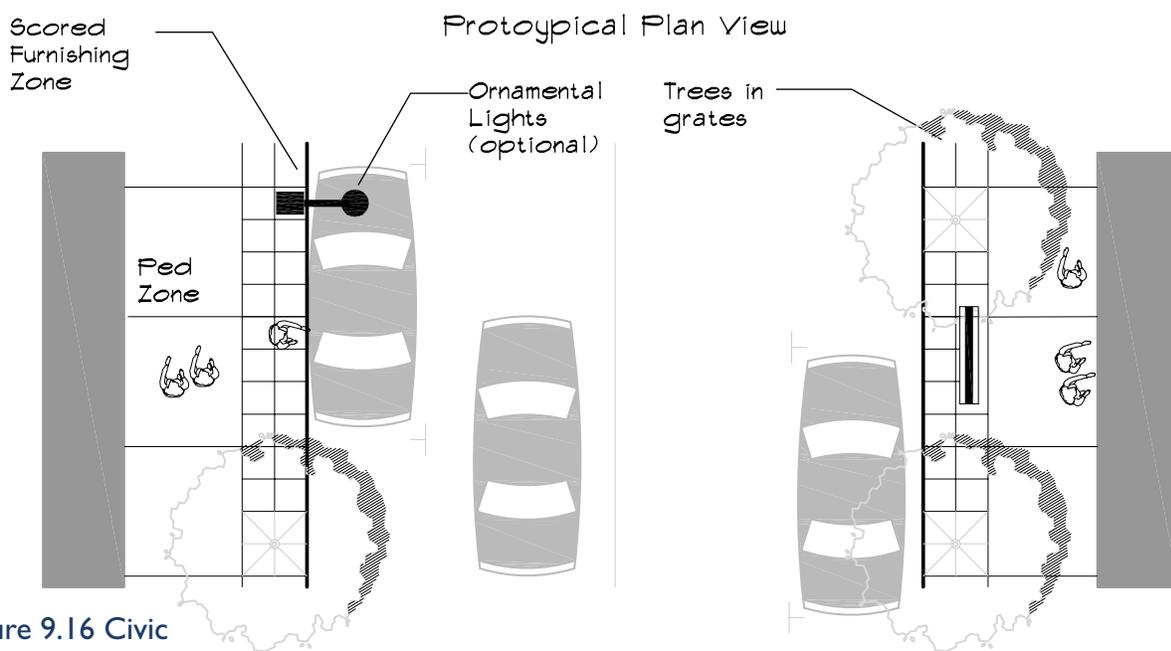


Figure 9.16 Civic

block with STA approval;

- Bike racks and trash receptacles at civic building entries;
- Public art in the streetscape; and
- Optional ornamental street lights continued from the Downtown Core.

define district Gateway streetscapes connecting the Core area to regional travel. (Figures 9.17 & 9.18) The Gateway character differentiates itself with sidewalk planter strips and bicycle travel accommodation. Two bicycle travel options may be considered. One allows bikes to share a vehicle travel lane with special on-road markings and another provides a dedicated striped bike lane.

Gateway Street

South Water Street and North First Street (between Park and C Street) are opportunities to

The Gateway street cross-section demonstrates

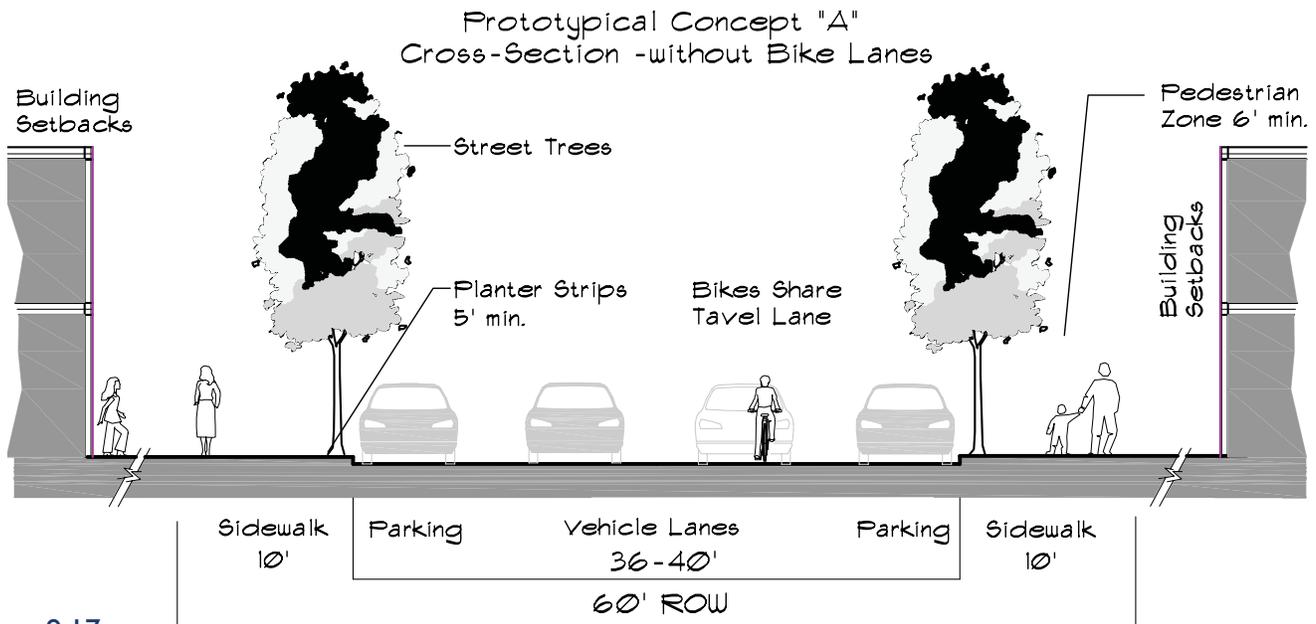


Figure 9.17

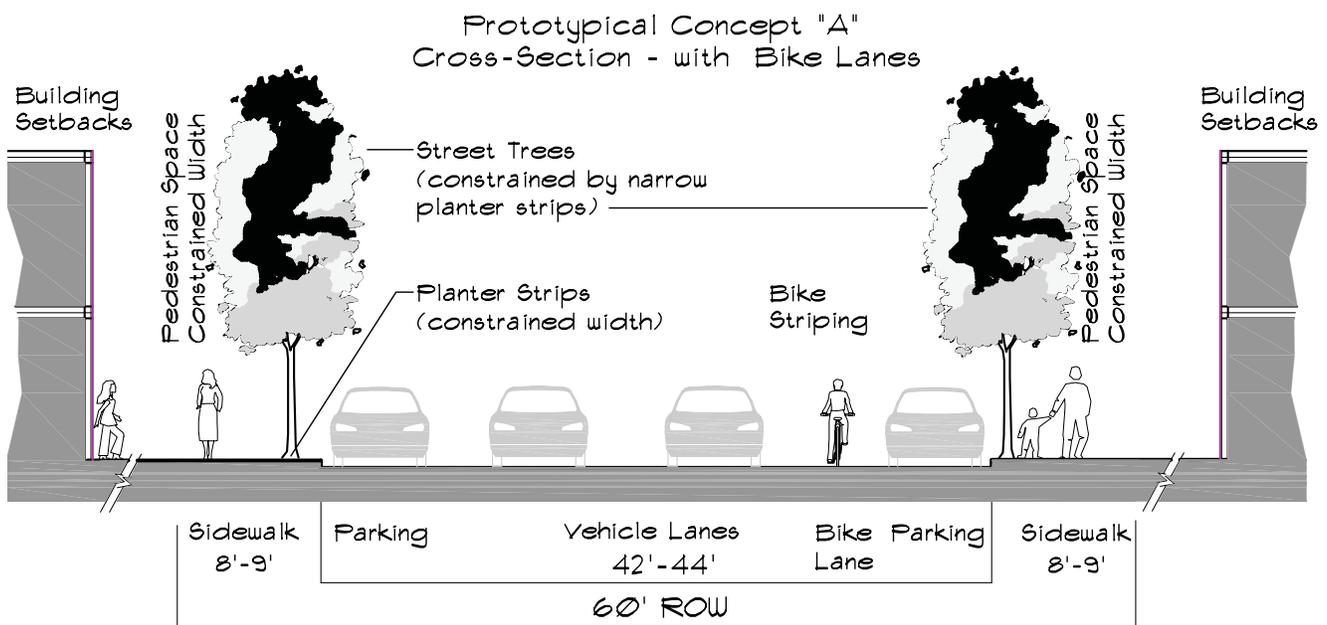


Figure 9.18 Gateway

a typical street at the entrance to downtown. Individual blocks will need a detailed analysis to determine the applicability of street improvements, sidewalk furnishings, and other pedestrian amenities. Potential improvements to the streetscape in the Gateway area include:

- Narrow travel lanes and widen sidewalks with the approval of STA designation;
- Street trees in planter strips;
- Simple sidewalk scoring;
- Curb extensions at intersections or mid-block for pedestrian crossing (with approval of STA designation); and
- Directional signage at key intersections.

INTERSECTION DESIGN

Key intersections were identified through the Downtown Master Plan process. Each of the following intersections affects the flow of motor vehicle traffic and creates an opportunity to enhance the pedestrian environment downtown. These plans are intended as a conceptual vision of downtown intersections. Detailed analysis will be needed at each intersection to determine the feasibility of each design.

Long-term Improvements- Main and First Streets (Figure 9.19)

This drawing accounts for the possible future removal of parking to enhance traffic movement on Main Street. With curb extensions, it also considers the short-term and long-term needs of pedestrians.

Intersection Improvements- Water and Main Streets (Figure 9.20)

This concept addresses the possible removal of parking to enhance traffic movement on Water Street. The transportation analysis revealed that a southbound right turn lane might need to be constructed at this intersection to maintain the

flow of traffic.

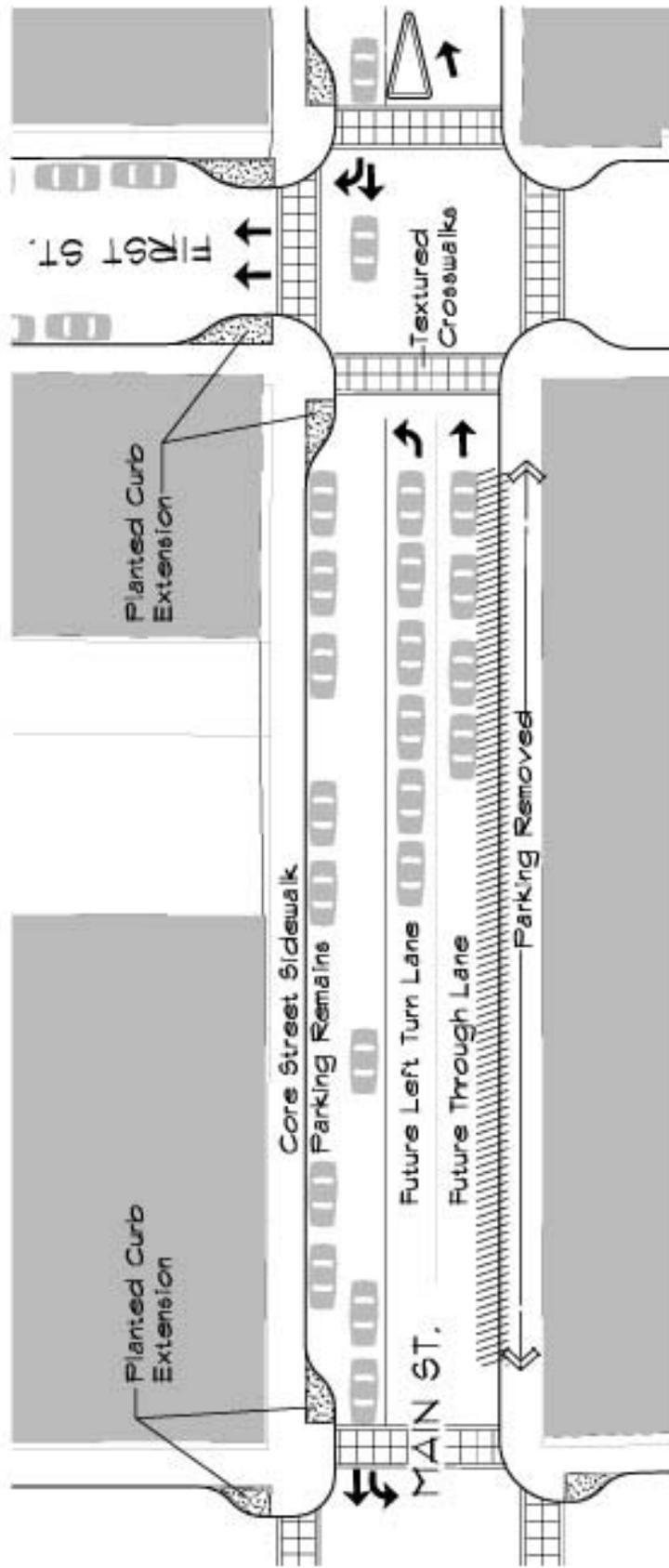
Intersection Improvements- Water and Lewis Streets (Figure 9.21)

The key element in this intersection is to create a safe space for pedestrian crossing while also enhancing the flow of traffic. The pedestrian island creates a safe haven for pedestrians and smoothly directs traffic.

Intersection Improvements- North Water and Park Streets (Figure 9.22)

This intersection presents the opportunity for pedestrian improvements tied to plaza and view of the creek. Viewing of the creek has been identified as a main component of the Downtown Master Plan.

LONG-TERM IMPROVEMENTS MAIN & FIRST STREETS



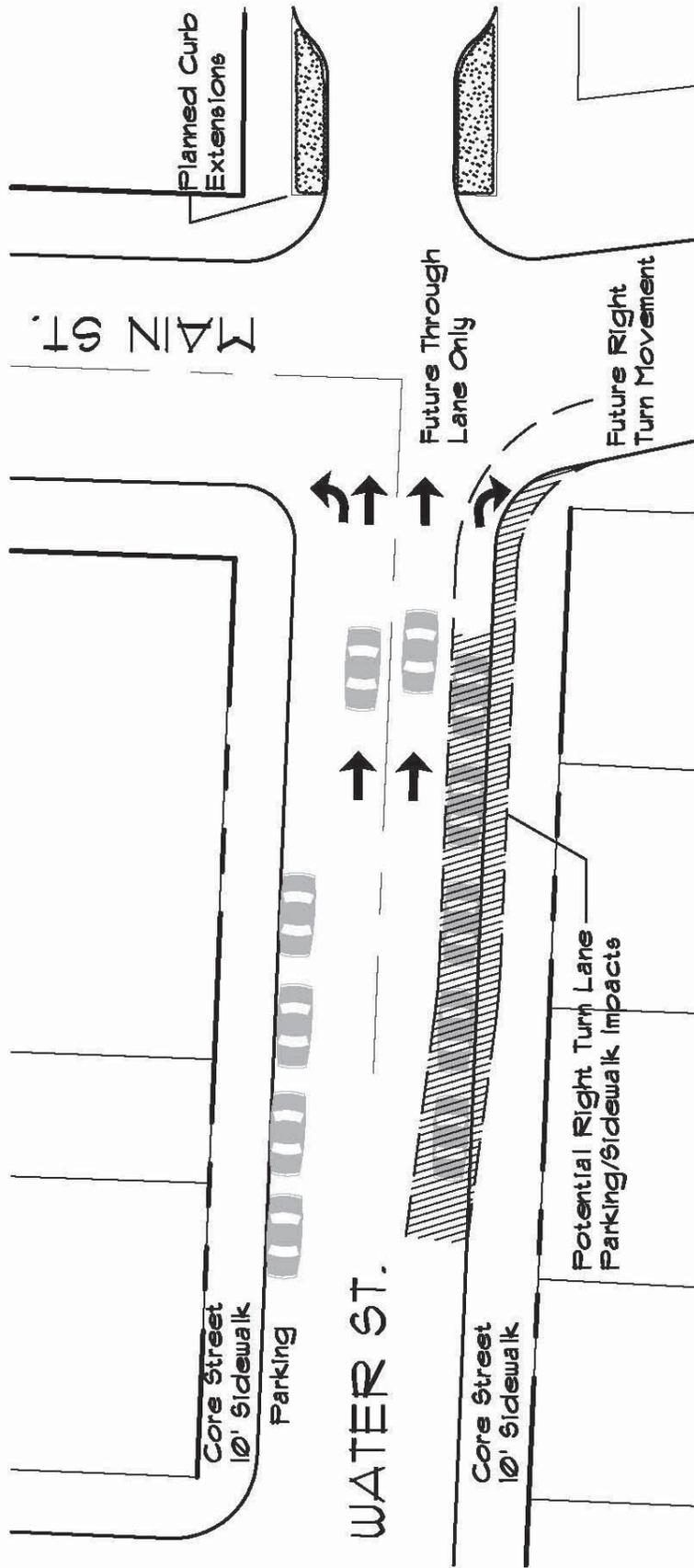
KEY ISSUES

- Projected traffic increases may require dedicated left turn lanes for First Street.
- Creating left turn lanes will have significant impacts for on-street parking.
- Option to create street corner landscaping with curb extensions. May be considered non-historical element.
- Textured crosswalks are optional streetscape element. May be considered non-historical.



Figure 9.19

LONG-TERM IMPROVEMENTS WATER & MAIN STREETS



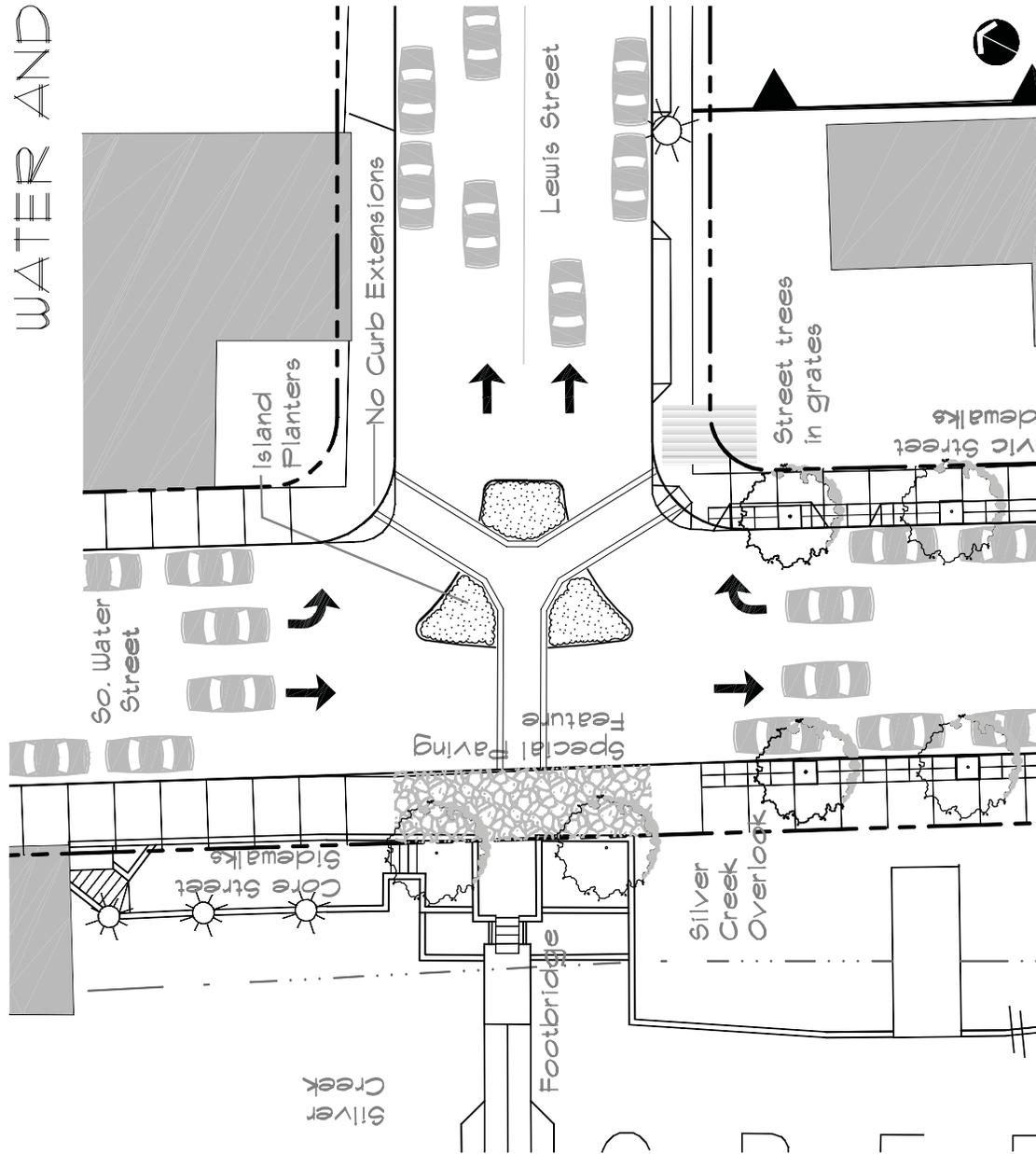
KEY ISSUES

- New right turn lane may be required by 15-20 year traffic increases.
- Right turn lane will impact on-street parking and useable sidewalk space.
- Option to create street corner landscaping with curb extensions. May be considered non-historical.
- STA agreements with ODOT can address travel lane widths and intersection performance standards..



Figure 9.20

INTERSECTION IMPROVEMENTS WATER AND LEWIS STREETS

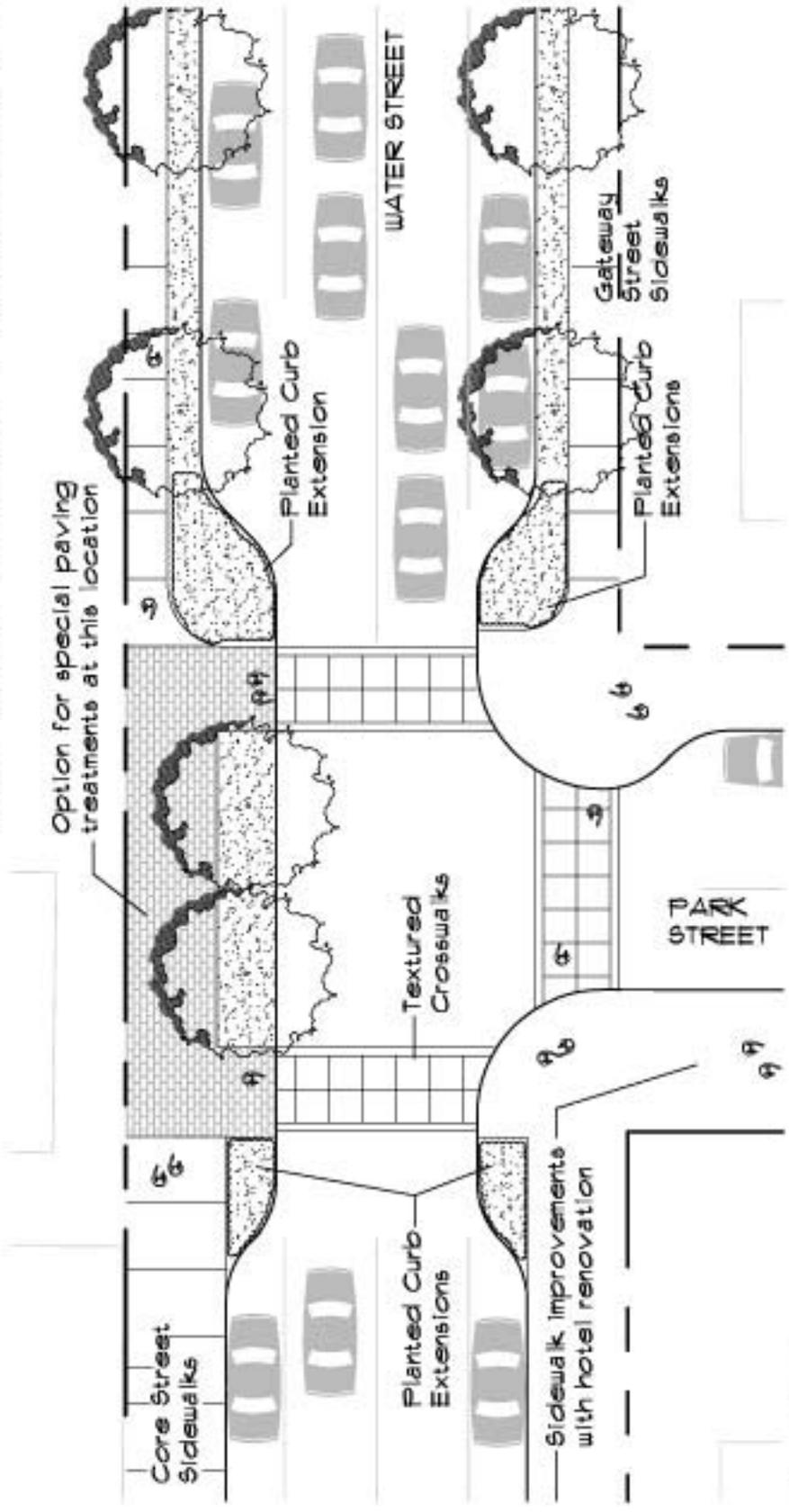


KEY ISSUES

- Transition from Civic to Core Street
- "T" intersection is opportunity for paving treatments to complement Silver Creek Overlook.
- Raised and planted island visually clarifies intersection and directional travel changes.
- Curb extensions not shown in order to facilitate turning movements onto Lewis.
- Textured crosswalks not shown but are optional.

Figure 9.2I

INTERSECTION IMPROVEMENTS NO. WATER AND PARK STREETS



KEY ISSUES

- Intersection is transition from Gateway Street to Core Street.
- Procession of streetscape gateway elements from C Street to the downtown core.
- "T" intersection is opportunity for mini-plaza north side.
- Potential to coordinate special paving with hotel streetscape improvements already in place.



Figure 9.22

Conceptual Downtown

CONCEPTUAL DOWNTOWN

Envision Downtown Silverton in twenty years. What do you hope it will look like? Will it have public gathering spaces? Lively outdoor cafes? Views of Silver Creek? Infill development that complements the historic commercial nature of downtown? These are some of the elements considered and discussed in public meetings.

From these initial concepts of downtown Silverton, several conceptual plaza and infill development designs were prepared. These designs demonstrate a future vision of downtown Silverton with viewing opportunities of Silver Creek, public gathering spaces, or infill development compatible to the historic nature of downtown. These visualizations are not intended to represent current development plans, but to simply illustrate a conceptual aspiration for the future.

Silver Creek Overlook (Figure 10.1)

This space (located at Lewis and Water Street) could create a public gathering space with a view of the creek. The Silver Creek Overlook design supports the creek as a vital component of downtown Silverton.

High Street Plaza and Development Options (Figure 10.2)

This site has potential (located at High and Water) to be public space that connects the Downtown to Silver Creek. Two options are suggested. One emphasizes public spaces and parking, and the other incorporates new buildings and development with the public function.

Northwest Gateway Diagram (Figure 10.3)

This diagram is an initial concept for combining gateway design features and new development. Another option (not illustrated) would be to envision a new public park at this location.

Automotive (Figure 10.6)

The space on Jersey and First is currently occupied by an automotive shop. To blend with the vision

of the Downtown Silverton Master Plan, this visualization shows the same corner with a structure that blends into the historic core of downtown Silverton. The resulting building has a retail store on the bottom floor and office or residential on the second story. The building reflects the nature of downtown with its square parapet and historic architectural details, large display windows, and a pedestrian oriented entrance.

Tavern (Figure 10.7 & 10.8)

A tavern currently sits on Lewis between Water and First. The visualization illustrates how the space could be updated to meet the standards of the Silverton Downtown Master Plan. A brick, two-story building is shown with awnings, display windows, and rhythmic breaks to the building façade. This example is shown with and without street trees.

City Parking Lot (Figure 10.9)

The current city parking lot is on the corner of Lewis and First. In order to comply with the Silverton Downtown Master Plan vision, a stone “knee wall” has been placed in the visualization. In addition, the parking requirements have been met with additional trees and landscaping.

Creek Walk (Figure 10.10)

Silver Creek presents a great opportunity for downtown Silverton. The junction of Silver Creek and Main Street Bridge offers a stunning view of the creek and the backside of downtown buildings. Currently, several buildings have decks for restaurant seating along Silver Creek. This visualization takes that idea and expands it to meet the Creek Walk vision of the Downtown Master Plan. A five foot wide, wooden walkway is shown with additional width for outdoor seating.

SILVER CREEK OVERLOOK

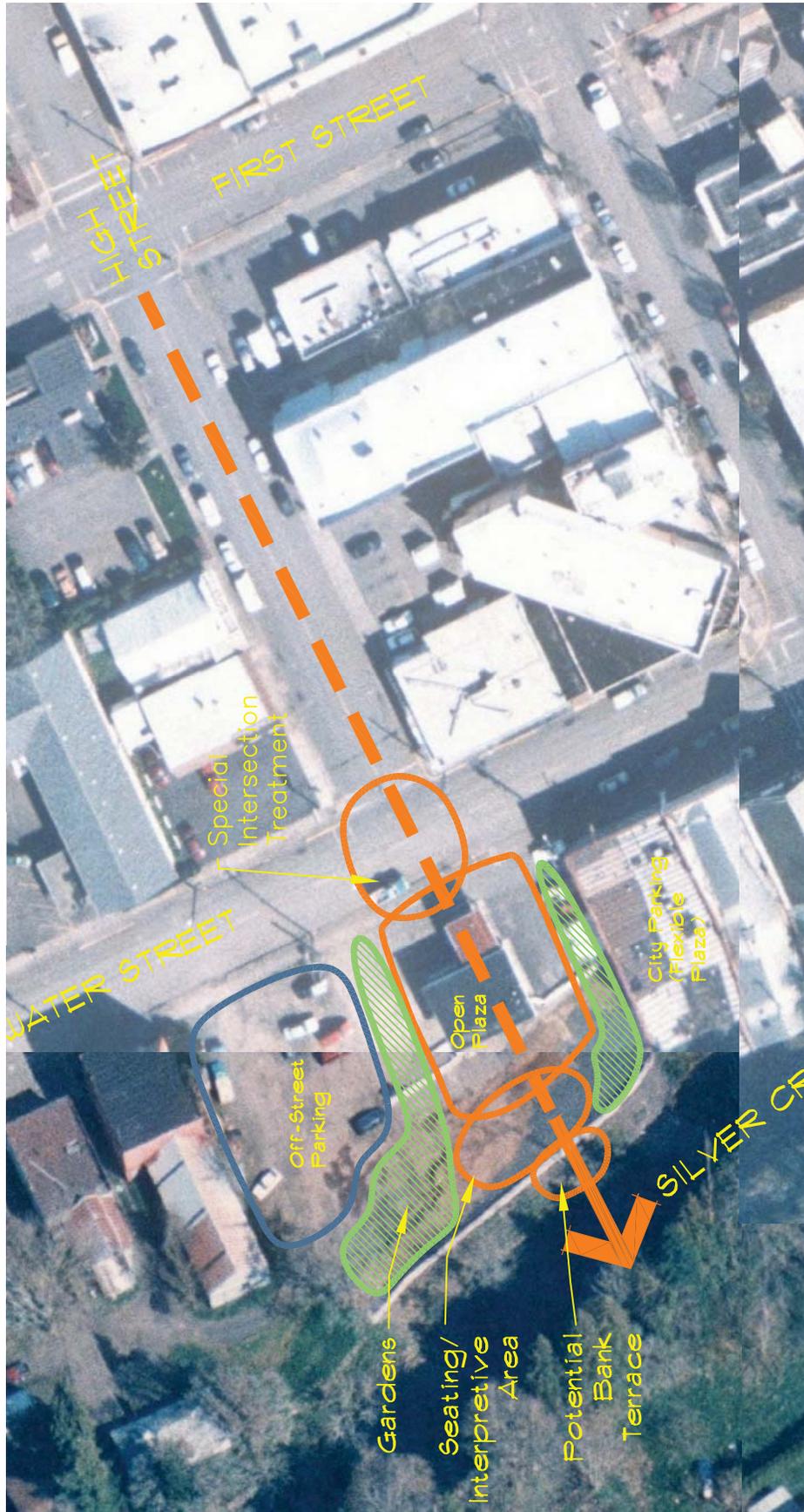
PRELIMINARY DESIGN PROGRAM

- Small public plaza with informational exhibit / kiosk
- Visitor connections to Silver Creek and Town Square Park
- Visual access to Silver Creek from South Water Street
- Cantilevered overlook at Silver Creek



Figure 10.1

HIGH STREET PLAZA OPTION



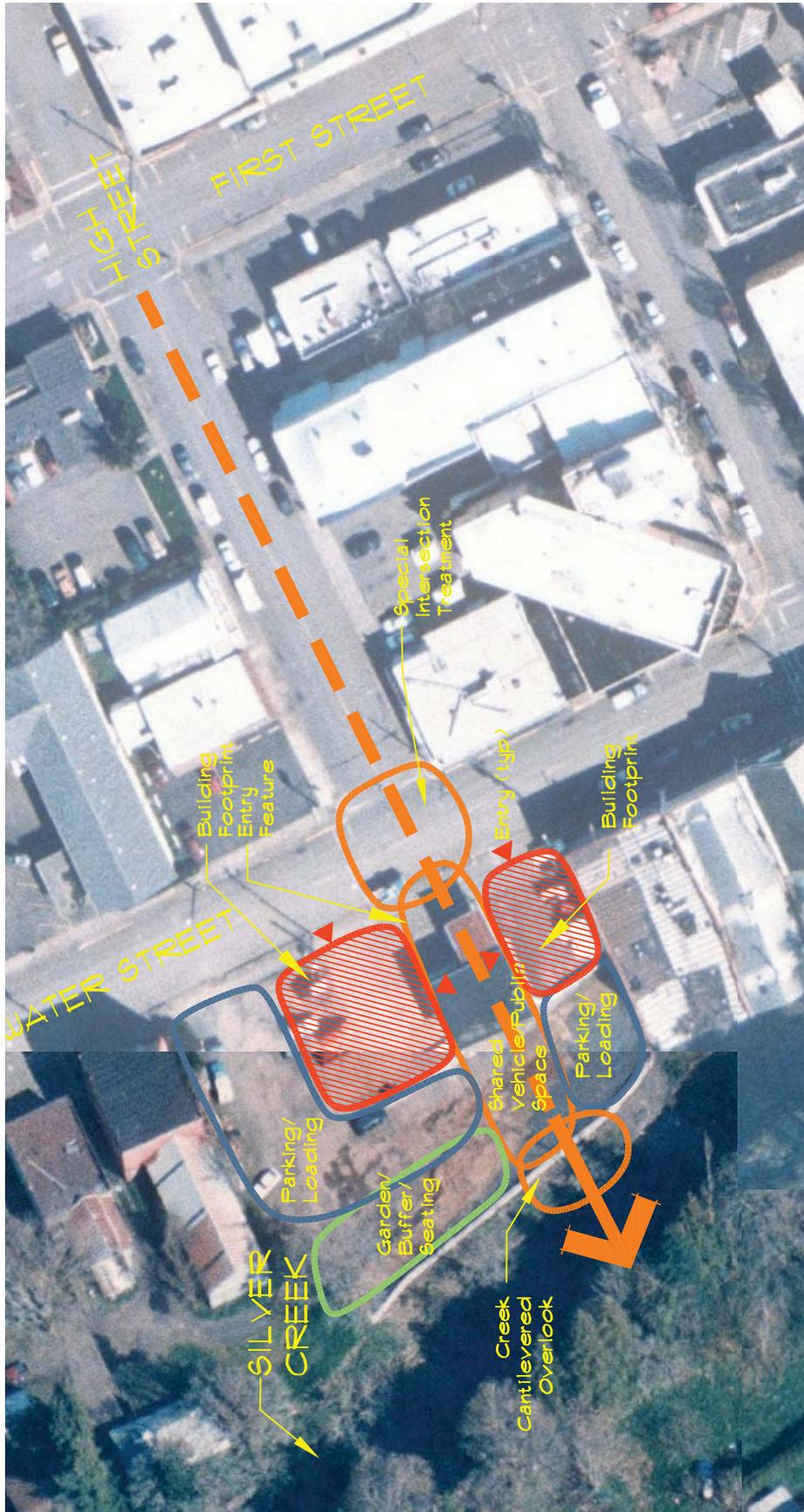
PRELIMINARY DESIGN PROGRAM

- Visual/physical access to creek from High Street
- Plaza for events, vendors and festivals
- Downtown parking
- Designed and maintained gardens
- Riparian seating, overlook and interpretive exhibits

Figure 10.2

Draft February, 2007

HIGH STREET DEVELOPMENT OPTION



PRELIMINARY DESIGN PROGRAM

- Visual/physical access to Silver Creek (High Street corridor)
- Potential new building footprints with street and internal site entries
- Off-street parking and loading
- Shared public/private open space
- Riparian garden and creek access

Figure 10.3

NORTHWEST GATEWAY

Streetscape Enhancement Option

- Street frontage improvements to C Street - easements or r.o.w. required
- Corner landscape / architectural features, including Post Office site
- Intersection and streetscape improvements at C and First Streets
- Potential closure of Front Street between A and B Streets

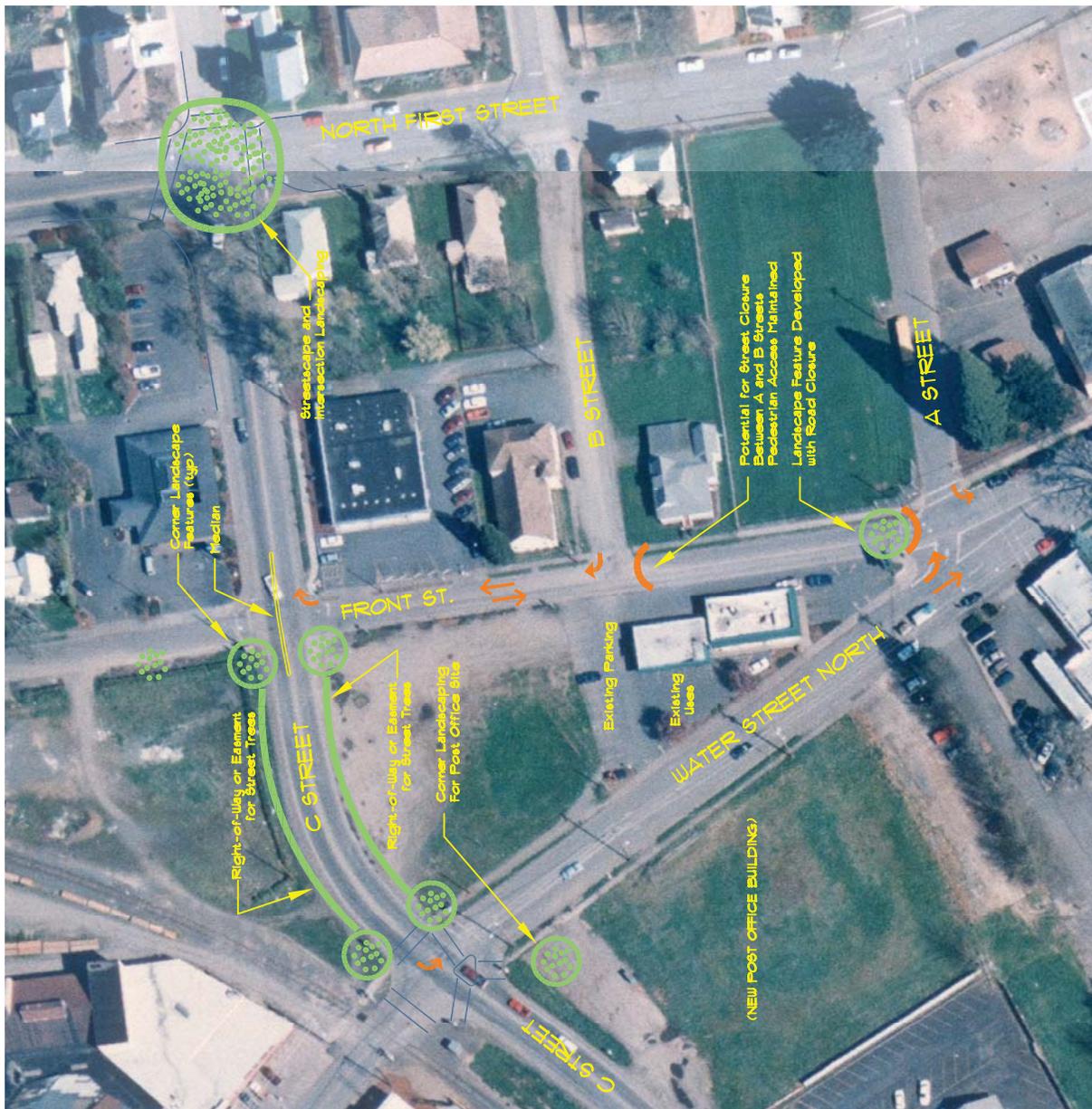


Figure 10.4

NORTHWEST GATEWAY

Redevelopment Option

- 2-3 office or commercial buildings
- Landscape setbacks and corner landscape features as gateway elements
- Additional off-street parking
- Front Street improvements with on-street parking



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Figure 10.5

Conceptual Re-development: Automotive



Jersey & First, looking East

Figure 10.6

Conceptual Re-development: Tavern

With Street Trees

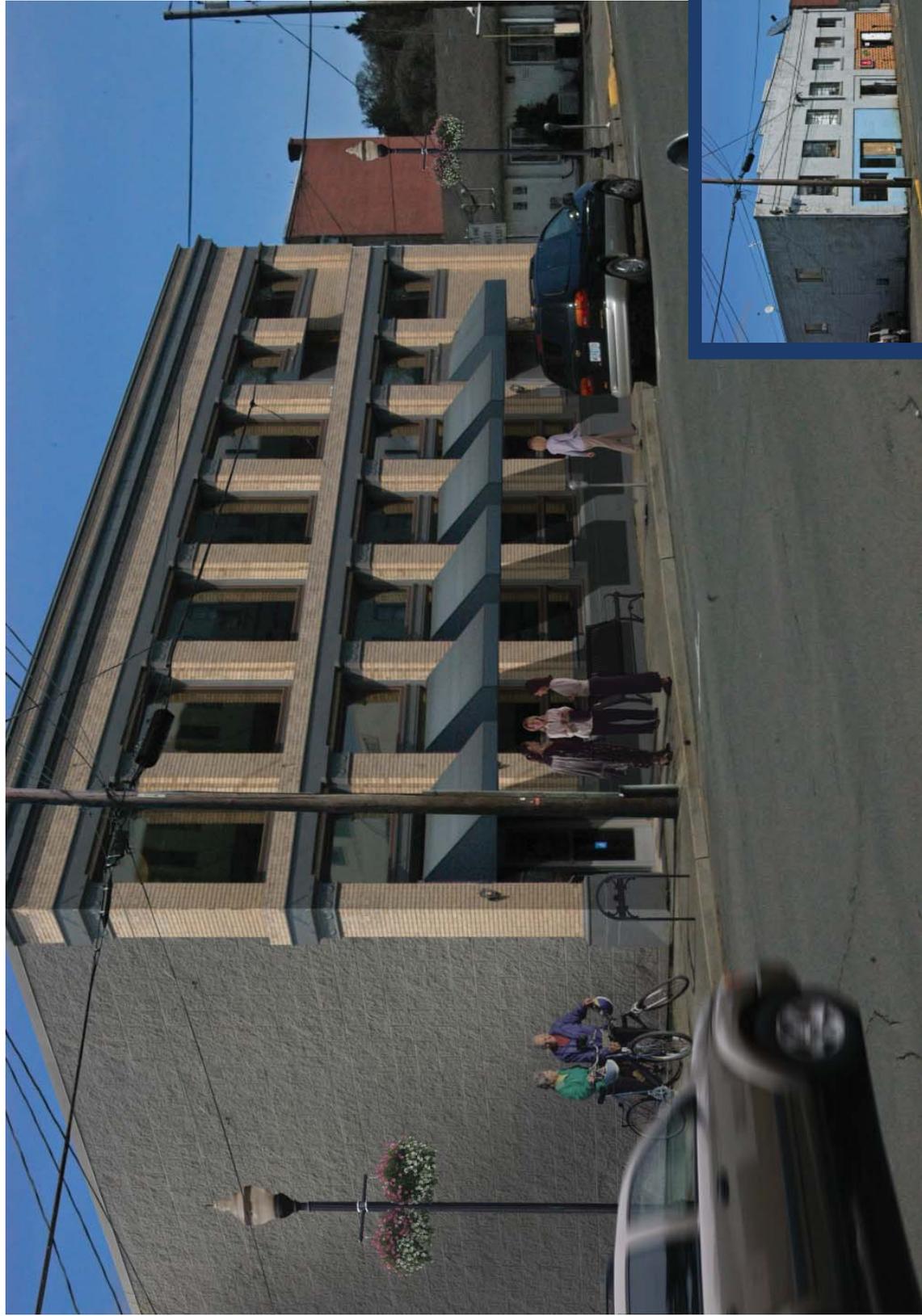


Lewis between Water & First, looking North

Figure 10.7

Conceptual Re-development: Tavern

Without Street Trees



Lewis between Water & First, looking North

Figure 10.8

Conceptual Re-development: City Parking Lot



Lewis & First, looking South



Figure 10.9

Conceptual Re-development: Creek Walk



Silver Creek & Main, looking South



Figure 10.10

APPENDICES

APPENDIX I

Chapter 2.3 — Commercial Districts

Sections:

- 2.3.100 Commercial Districts – Purpose and Applicability**
- 2.3.110 Commercial Districts – Allowed Land Uses**
- 2.3.120 Commercial Districts – Development Standards**
- 2.3.130 Commercial Districts – Zero Setbacks and Build-To Line**
- 2.3.140 Commercial Districts – Lot Coverage and Impervious Surface**
- 2.3.150 Commercial Districts – Building Orientation and Commercial Block Layout**
- 2.3.160 Commercial Districts – Building and Structure Height; Bonus for Mixed-Use**
- 2.3.170 Commercial Districts – Architectural Design Standards**
- 2.3.180 Commercial Districts – Pedestrian Amenities**
- 2.3.190 Commercial Districts – Special Use Standards**
- 2.3.200 Commercial Districts – Downtown Commercial District**
- 2.3.210 Commercial Districts – Downtown Commercial Fringe District**
- 2.3.220 Public Overlay – Downtown Public, Semi-Public and Governmental Use Overlay**

Background: Chapter 2.3 contains three commercial districts: General Commercial (GC), Downtown Commercial (DC), and Downtown Commercial Fringe (DCF). The GC zone absorbs the existing C-3 and C-2 properties outside the downtown.

2.3.100 Commercial Districts – Purpose and Applicability

A. Purpose. Chapter 2.3 provides three distinct commercial zones covering Silverton’s Downtown Commercial, Downtown Commercial Fringe, and General Commercial areas. It also includes a Downtown Public Use Overlay. The districts and overlay are intended to:

- Maintain and enhance Silverton’s small-town character and historic resources;
- Promote efficient use of land and urban services;
- Create a mixture of land uses that encourages employment and housing options in close proximity to one another;
- Provide formal and informal community gathering places and opportunities for socialization (*i.e.*, along an active street front);
- Encourage pedestrian-oriented development in all commercial areas;
- Provide connections to and appropriate transitions between residential areas and commercial areas;
- Apply land use and design standards to automobile-oriented and automobile-dependent uses that promote pedestrian safety, aesthetics, and economic development;
- Provide for visitor accommodations and tourist amenities;
- Encourage transit-supportive development to reduce reliance on the automobile and to minimize the need for off-street parking;
- Implement design standards that support a pedestrian-orientation; and
- Reinforce downtown Silverton as the historic heart of the community.

1. Downtown Commercial District – The purpose of the Downtown Commercial District is

2.3 – Commercial (C) Land Use Districts – Allowed Land Uses

to preserve and enhance Silverton’s downtown as the historic heart of the community. The DC District is intended as Silverton’s center of vital retail activity, services, entertainment, mixed use, civic buildings and public spaces. The historic character of the downtown, together with its pedestrian-oriented architecture, streets and public spaces, define the district.

2. Downtown Commercial Fringe– The purpose of the Downtown Commercial Fringe District is to provide a transition between the DC District and adjacent neighborhoods and commercial areas. The DCF District is intended as a mixed use area, where commercial, residential and mixed use buildings co-exist and complement the downtown. Architecture reflecting the historic character of the area, and pedestrian oriented streetscapes, define the DCF District.
3. General Commercial – The purpose of the General Commercial District is to provide for a wide variety of commercial and mixed uses. Design standards and options in the GC District are intended to ensure that buildings are appropriately oriented to streets and pedestrian facilities are provided in commercial developments. The GC District is Silverton’s location for larger format retailing, except where Planned Development overlays dictate otherwise.
4. Downtown Public, Semi-Public and Governmental Use Overlay – The purpose of the Downtown Public, Semi-Public and Governmental Use is to maintain public uses downtown and promote the historic nature of downtown. The overlay requires public buildings in downtown to adhere to the design standards of the Downtown Commercial and Downtown Commercial areas.

B. Applicability. Commercial zoning districts shall be applied consistent with the land use designations on the City of Silverton Comprehensive Plan.

2.3.110 Commercial Districts – Allowed Land Uses

Background: The proposed land use categories, which are described in detail in Chapter 1.4, provide the basis for the land use regulations in this chapter. The proposed land use regulations are intended to make it easier to mix compatible uses. The use categories are also more comprehensive than those found in Silverton’s existing code. This should provide greater certainty in code administration, as well as flexibility to address future changes in the marketplace.

The code provides three types of land use designations: “P” means the use is permitted with Land Use or Site Design Review (Chapter 4.2); “S” means the use is permitted with Special Use Standards (Section 2.3.190); and “CU” means the use is permitted with a Conditional Use Permit (Chapter 4.4). The code provisions are also intended to make it more difficult to place incompatible uses near one another; an “N” designation means the use is not permitted. The revised code attempts to match Silverton’s existing land use designations to the extent possible (avoid creating nonconforming uses), while updating selected provisions.

Statutes and Regulations: Sections 2.3.110 and 2.3.190 address parts of OAR 660-012-0045 and 0060 by providing design standards and procedures for uses that are likely to impact the transportation system. For example, drive-up windows and other automobile-dependent uses are subject to special design standards.

2.3 – Commercial (C) Land Use Districts – Allowed Land Uses

Table 2.3.110 identifies the land uses that are allowed in the Commercial Districts. The specific land use categories are described and uses are defined in Chapter 1.3 and 1.4.

Table 2.3.110 – Uses Permitted in Commercial Districts			
Use Categories <i>(Examples of uses are in Chapter 1.4; definitions are in Chapter 1.3.)</i>	Downtown Commercial (DC)	General Commercial (GC)	Downtown Commercial Fringe(DCF)
Residential Categories			
All Residential Uses (Household Living and Group Living) allowed, if:			
- Lawfully existing as of <i>[effective date]</i> , or	P	P	P
- New dwelling, free-standing (not above commercial use),	N	CU	P
- New dwelling(s) built in conjunction with a permitted commercial use (residential use allowed <i>above</i> ground floor commercial only)	P	P	P
<i>Group Living Uses shall conform to the provisions in Section 2.2.200.</i>			
Commercial Categories			
Drive-Up/Drive-In/Drive-Through (drive-up windows, kiosks, ATM's, similar uses/facilities), per Section 2.3.190	N	CU+S	N
Bed and Breakfast Inn, per Section 2.2.200	S	S	S
Educational Services, not a school (e.g., tutoring or similar services)	P	P	P
Entertainment, Major Event	CU	CU	N
Offices	P	P	P

Key:

- P = Permitted, subject to site/development review
- S = Permitted with standards (Section 2.2.190)
- CU = Conditional Use permit required (Chapter 4.4)
- N = Not permitted

2.3 – Commercial (C) Land Use Districts – Allowed Land Uses

Table 2.3.110 – Uses Permitted in Commercial Districts			
Use Categories <i>(Examples of uses are in Chapter 1.4; definitions are in Chapter 1.3.)</i>	Downtown Commercial (DC)	General Commercial (GC)	Downtown Commercial Fringe(DCF)
Outdoor Recreation, Commercial	CU	CU	CU
Parking Lot (when not an accessory use)	CU	CU	CU
Quick Vehicle Servicing or Vehicle Repair. (See also Drive-Up/Drive-In/Drive-Through Uses, per Section 2.3.190)			
- Lawfully existing as of <i>[effective date]</i>	P	P	P
- fully enclosed (e.g., garage)	N	P	N
- not enclosed	N	CU	N
Retail Sales and Service (See also Drive-Up Uses, per Section 2.3.190)			
- fully enclosed (e.g., garage)	P	P	P
- not enclosed (other than accessory uses)	N	N	N
Self-Service Storage	N	CU	N
Industrial Categories			
Industrial Service (See also Drive-Up Uses)			
- fully enclosed (e.g., office)	N	P	CU
- not enclosed	N	CU	N
Manufacturing and Production			
- fully enclosed	CU	P	CU
- not enclosed	N	CU	N
Warehouse and Freight Movement	N	CU	N

Key:

- P = Permitted, subject to site/development review
- S = Permitted with standards (Section 2.2.190)
- CU = Conditional Use permit required (Chapter 4.4)
- N = Not permitted

2.3 – Commercial (C) Land Use Districts – Allowed Land Uses

Table 2.3.110 – Uses Permitted in Commercial Districts			
Use Categories <i>(Examples of uses are in Chapter 1.4; definitions are in Chapter 1.3.)</i>	Downtown Commercial (DC)	General Commercial (GC)	Downtown Commercial Fringe(DCF)
Waste-Related	N	N	N
Wholesale Sales			
- fully enclosed	N	P	CU
- not enclosed	N	CU	N
Institutional Categories			
Basic Utilities, excluding telecommunication facilities and towers	P	P	P
Colleges	P		P
Community Service	CU	CU	CU
Daycare, adult or child day care; does not include Family Daycare (16 or fewer children) under ORS 657A.250	CU	CU	N
Parks and Open Space	P	P	P
Religious Institutions and Houses of Worship,			
- lawfully existing as of <i>[effective date]</i>	P	P	P
- new	CU	CU	CU
Schools			
- lawfully existing as of <i>[effective date]</i>	P	P	P
- new	CU	CU	CU
Other Categories			

2.3 – Commercial (C) Land Use Districts – Allowed Land Uses

Table 2.3.110 – Uses Permitted in Commercial Districts			
Use Categories <i>(Examples of uses are in Chapter 1.4; definitions are in Chapter 1.3.)</i>	Downtown Commercial (DC)	General Commercial (GC)	Downtown Commercial Fringe(DCF)
Accessory Structures (with a primary permitted use)	P	P	P
Agriculture – Animals	N	N	N
Agriculture – Nurseries and similar horticulture (See also, Wholesale and Retail Uses)	CU	CU	N
Buildings and Structures Exceeding the Height Limits in Table 2.3.120	CU	CU	CU
Historic Building Alterations, per Chapter 2.8	S	S	S
Mining	N	N	N
Radio Frequency Transmission Facilities and Telecommunication Towers and Antennae, except those allowed as ancillary to a primary permitted use	N	N	N
Rail Lines and Utility Corridors, except existing facilities on non-zoned RR properties are permitted.	CU	CU	CU
Temporary Uses (limited to “P” and “CU” uses), per Section 4.9.100.	P/CU	P/CU	P/CU
Transportation Facilities (operation, maintenance, preservation, and construction in accordance with the City’s Transportation System Plan)	P	P	P

Key:

- P = Permitted, subject to site/development review
- S = Permitted with standards (Section 2.2.210)
- CU = Conditional Use permit required (Chapter 4.4)
- N = Not permitted

2.3 – Commercial Land Use Districts – Development Standards

2.3.120 Commercial Districts – Development Standards

Statutes and Regulations: Sections 2.3.120 addresses elements of OAR 660-012-0045 by encouraging buildings oriented to the street with minimal or no front setbacks and increased setbacks when plazas and other pedestrian amenities are provided.

The development standards in Table 2.3.120 apply to all new structures, buildings, and development, and major remodels, in the Commercial Districts.

Table 2.3.120 – Development Standards for Commercial Districts			
<i>Standard</i>	<i>DC</i>	<i>GC</i>	<i>DCF</i>
<p><i>Minimum Lot Area* (square feet)</i></p> <p>*Development must conform to lot width, depth, yard setback and coverage standards.</p>	Not limited	Not limited	1,600 sf
<p><i>Minimum Lot Width</i></p> <p><i>Minimum Lot Depth</i></p>	Not limited Not limited	Not limited Not limited	20 ft 80 ft
<p><i>Building/Structure Height*</i></p> <p><u>Maximum Height (to mid-roof)</u></p>	50 ft	45 ft	35 ft
<p><u>Fences and Walls</u> Permitted only as necessary for site grading and to screen or secure parking areas and outdoor storage areas, where such areas are allowed. See also, Sections 3.1.2, Vision Clearance; and 3.2.500, Fences and Walls)</p>	S	—	—
<p><i>Impervious Surface (Maximum)</i></p>	100%	90%	90%
<p><i>Landscape Area (Minimum)</i> Landscape area may include plant areas and some non-plant/hardscape areas, as allowed under Section 3.2.300.D.</p>	0%	10%	10%

2.3 – Commercial Land Use Districts – Development Standards

Table 2.3.120 – Development Standards for Commercial Districts			
<i>Standard</i>	<i>DC</i>	<i>GC</i>	<i>DCF</i>
<p>Minimum Setbacks: (See also, Section 2.3.150.E, Site Design Standards for Properties Adjacent to North 1st, North Water and C Streets; and Section 2.2.190.A, Drive-Up Facilities.)</p>	Per Building Code	Per Building Code	Per Building Code
<p>Build-To Line (feet)*: (See also, Section 2.3.150.E, Site Design Standards for Properties Adjacent to North 1st, North Water and C Streets; and Section 2.2.190.A, Drive-Up Facilities.)</p> <p><u>New Buildings Only:</u> At least one primary building entrance shall be built no farther from the street right-of-way than the build-to line; except where a greater setback is required for a Planned Street Improvement, then the build-to line increases proportionately.</p> <p>The build-to line may also be increased through Site Design Review when pedestrian amenities are provided between a primary building entrance and the street right-of-way. (See also, Sections 2.3.170 and 2.3.180.)</p> <p><u>Inadequate Right-of- Way:</u> On streets with inadequate right-of-way, the primary building entrance shall be built not farther from the intended street right-of-way. These streets include, but are not limited to, Lane, McLain, 3rd, and Park between 2nd & 3rd.</p>	0 ft	0-20 ft	5-20 ft
<p>*Additional street setbacks beyond those required by Section 2.3.120 may apply, as required by the City of Silverton Transportation System Plan (TSP), or the TSP of other road authority(ies), for the purpose of maintaining a clear area for planned future street improvements.</p>			

2.3.130 Commercial Districts – Zero Setbacks and Build-To Line

Background: Section 2.3.130 supplements the dimensional standards in Table 2.3.120.

Statutes and Regulations: Section 2.3.130 addresses elements of OAR 660-012-0045 by encouraging buildings oriented to the street with minimal or no front setbacks, and allowing increased setbacks when plazas and other pedestrian amenities are provided.

A. Zero Setbacks and Build-To Line – Purpose; Fire Code; and Clear Vision.

The setbacks and build-to lines, as provided in Table 2.3.120, are intended to encourage pedestrian-oriented development, while providing more flexibility in site design than what is possible with large setbacks. With buildings placed close to the street, a development affords good access for emergency service providers in the case of a fire or other emergency. Where no minimum setback is required, all structures and buildings shall conform to the vision clearance standards in Chapter 3.1 and the applicable fire and building codes (*e.g.*, for attached structures, fire walls, and related requirements).

B. Setback Yards – Reverse Frontage Lots

Buildings on reverse-frontage lots (through lots), or lots that front onto more than one street, shall be required to meet the build-to line standard on only one street. The approval body may require that the build-to line apply to the highest order street. Reverse frontage lots are subject to the fence height and setback requirements in Section 2.3.120 and the landscape buffer requirements in Chapter 3.2.200.

2.3.140 Commercial Districts – Lot Coverage and Impervious Surfaces

Impervious surfaces are regulated under Table 2.3.120. Lot coverage is not limited provided that impervious surface limitations are met.

2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout

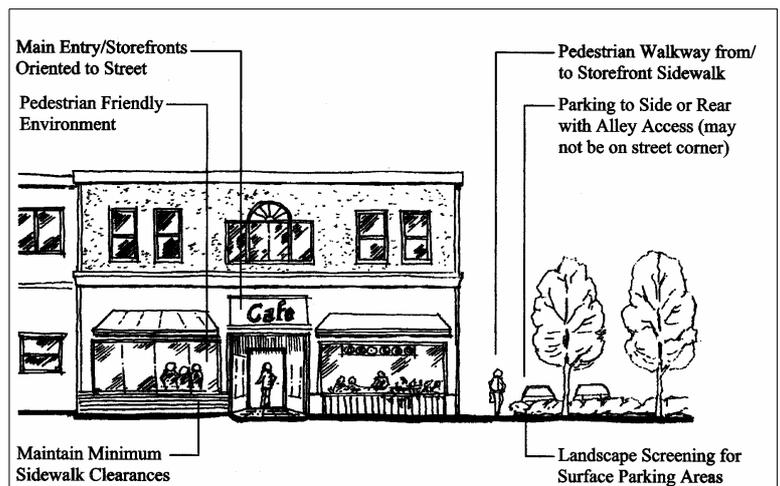
2.3.150 Commercial Districts – Building Orientation and Commercial Block Layout

Background and Cross References: Section 2.3.150 is to be used in conjunction with Table 2.3.120 (Development Standards), 2.3.180 (Pedestrian Amenities) and Section 3.4.100 (Transportation Design Standard).

Statutes and Regulations: Section 2.3.150 addresses elements of OAR 660-012-0045 by requiring the formation of short, walkable blocks, allowing accesways in lieu of street connections, encouraging minimal or no front setbacks, allowing increased setbacks when plazas and other pedestrian amenities are provided, and requiring buildings and their entrances orientation to a street (parking placed behind or to the sides of buildings). Building orientation and landscape standards are provided for commercially zoned properties adjacent to North 1st, North Water and C Streets.

- A. Purpose.** Section 2.3.150 orients buildings close to streets to promote pedestrian-oriented development where walking is encouraged, and to discourage automobile-dominated development. Placing commercial storefronts and other buildings close to the street also encourages crime prevention, natural surveillance or security, and safety by having more “eyes-on-the-street.”
- B. Applicability.** Section 2.3.150 applies to all new buildings and major remodels that are subject to Site Design Review.
- C. Building orientation standards.** Developments subject to this Section shall have their buildings oriented to a street, as generally shown in Figure 2.3.150.C(1). All of the following criteria must be met:
1. Compliance with the setback and build-to line standards in Section 2.3.130, where applicable. The build-to line may be setback to provide additional space for pedestrian amenities between a building and its adjoining street. In the DC zone, the maximum setback is 5 feet;
 2. Except as provided in subsections 2.3.150.C(4) and (5), below, all buildings shall have at least one primary building entrance (i.e., dwelling entrance, a tenant entrance, lobby entrance, or breezeway/courtyard entrance) facing an adjoining street (*i.e.*, within 45 degrees of the street property line), or if the building entrance is turned more than 45 degrees from the street (*i.e.*, front door is on a side elevation), the primary entrance shall not be more than 60 feet in the GC District, except to provide pedestrian amenities; a walkway shall connect the primary entrance to the sidewalk. In the DCF zones, all buildings with

Figure 2.3.150.C(1) – Building Orientation

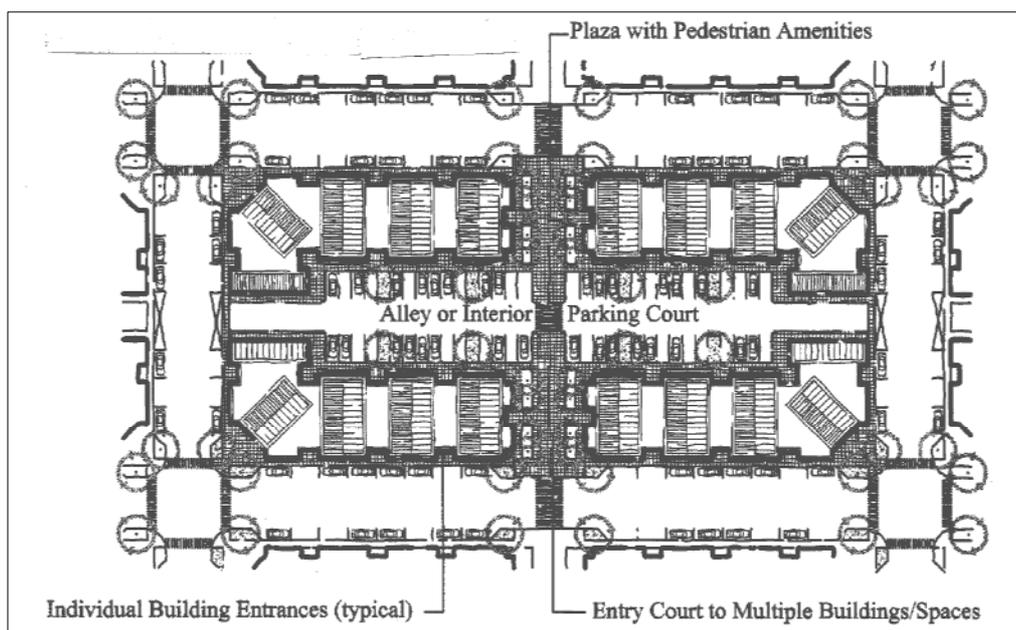


2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout

street frontage must have at least one primary building entrance facing an adjoining street. Additionally, street facing facades of buildings shall provide an entrance at least every 45 feet along the street.

3. In the DC and DCF District, off-street parking, driveways, and other vehicle areas shall not be placed between buildings and the street(s) to which they are oriented. Off-street parking shall be oriented internally to the site, with parking bays separated by landscaping, as generally shown in Figure 2.3.150.C(2). Bays shall contain no more than 10 parking spots on average.

Figure 2.3.150.C(2) – Building Orientation With Internal Parking



4. In the GC District, the building orientation standard may be met with vehicle areas allowed between the street right-of-way and a building's primary entrance when the approval body finds that all of the following criteria are met:
 - a. Placing vehicle areas between the street right-of-way and building's primary entrance will not adversely affect pedestrian safety, comfort or convenience, based on the distance from the street sidewalk to the building entrance, projected vehicle traffic volumes, and available pedestrian walkways;
 - b. The proposed vehicle areas are limited to one drive aisle of not more than 20 feet in width with adjoining bays of not more than eight (8) consecutive parking spaces per bay (including ADA accessible spaces) on the side(s) of the drive aisle. (The intent of which is to create a drive aisle that is street-like, and to break up parking into small bays with landscaping); and
 - c. The building's primary entrance is connected to an adjoining street by a pedestrian crosswalk as specified under Section 3.1.300.

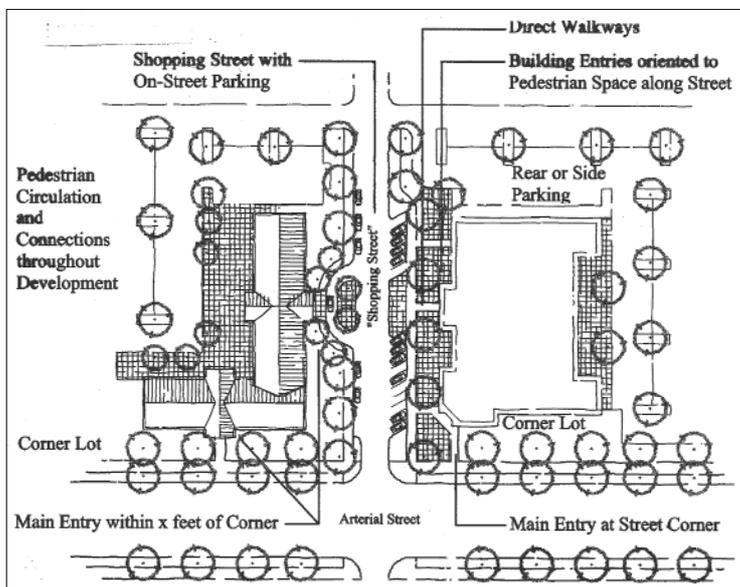
2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout

5. Where a development contains multiple buildings and there is insufficient street frontage to which buildings can be oriented, a primary entrance may be oriented to plaza or courtyard. When oriented in this way, the primary entrance(s) plaza or courtyard shall be connected to the street by a pedestrian walkway meeting the standards in Section 3.1.300.

D. Block Layout (Pedestrian-Orientation) Standard. Developments containing more than one building, including commercial subdivisions with outlying commercial pads, shall meet all of the following standards:

1. The site shall be configured into blocks having frontage onto streets, interior parking courts (as generally shown in Figure 2.3.150.C(2), above), or shopping streets (as generally shown in Figure 2.3.150.C(3), below). All parking courts and shopping streets shall contain on-street parking bays (parallel or angled parking), street- or plaza-facing building entrances and sidewalks with street trees, pedestrian lighting and furnishings (benches and trash receptacles) where appropriate;
2. In the GC district, blocks shall not exceed 400 feet in length, and shall have a perimeter not exceeding 1,400 feet. Pedestrian walkways inside buildings are not counted as block edges. In the DC and CR districts, blocks shall not generally exceed 250 feet in length and 160 feet in width, in keeping with the historic block pattern in the downtown.;

Figure 2.3.150.C (3): Shopping Streets



3. Pedestrian pathways shall connect the street right-of-way to building entrances and the interior parking courts between buildings to ensure reasonably safe, direct, and convenient access to building entrances and off-street parking;

2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout

E. Properties Adjacent to North 1st, North Water and C Streets. These standards apply only to properties designated GC. For properties in the DC and DCF district, the standards of 23.150 (A-D) apply. A wide variety of site conditions exist along North 1st, North Water and C Streets, making it difficult to apply uniform design standards to the properties designated General Commercial. Some buildings are placed right up to the highway, while others are setback behind parking. Therefore, the following site design standards are intended to accomplish the following objectives:

- Improve safety for all modes of transportation
- Better integrate land use and transportation planning
- Protect and enhance aesthetic values
- Promote human scale development that is compatible with Silverton’s small town character

In determining the specific access, circulation, building orientation, and street frontage standards that apply to a particular project, the applicant, in consultation with the Planning Director, shall select from the following prototypes:

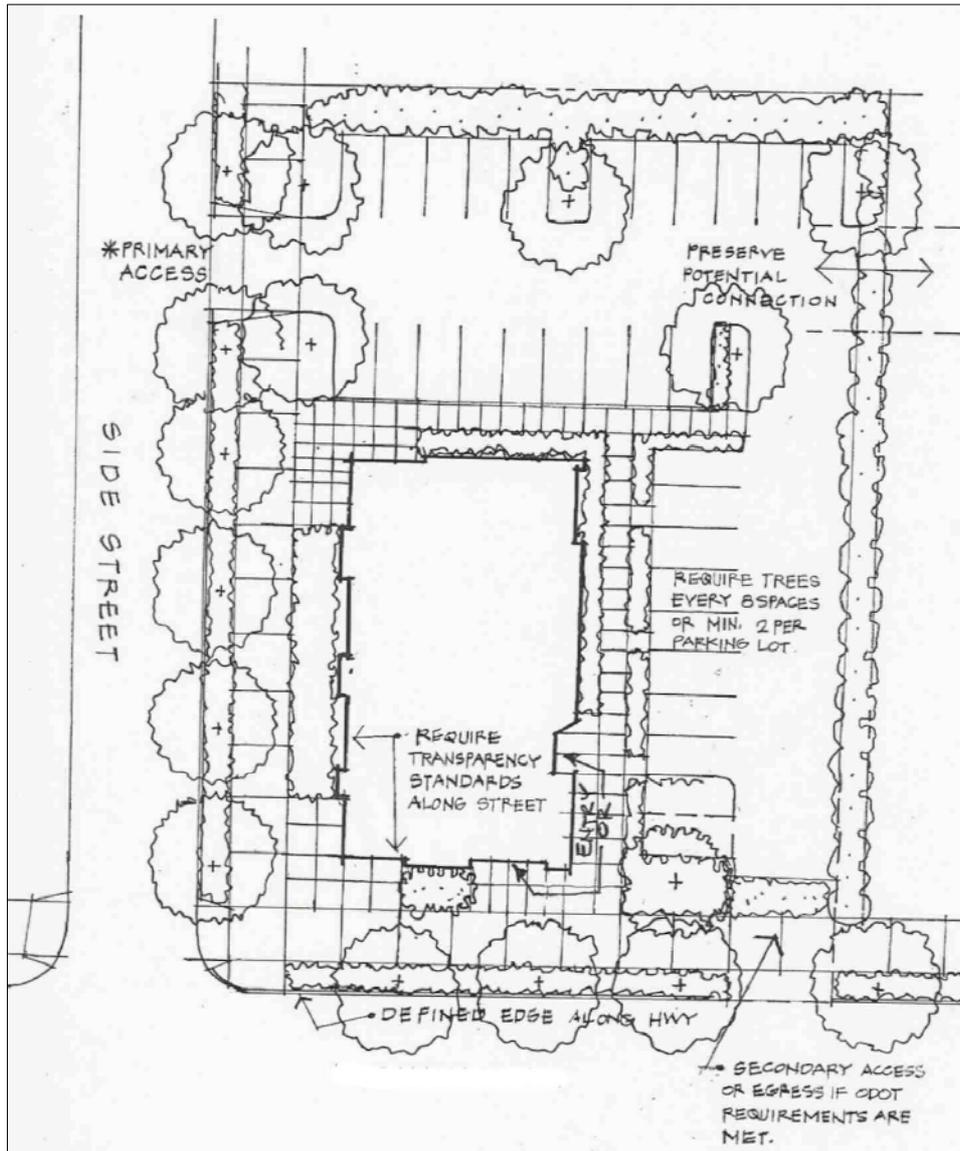
Table 2.3.150.1– Site Design in Commercial Districts			
Site Design	Downtown Commercial (DC)	General Commercial (GC)	Downtown Commercial Fringe(DCF)
Corner property (2.3.150. E.1)	P	P	P
Front entrance at street (2.3.150. E.2)	P	P	P
Building at street with side entrance (2.3.150. E.3)	N	P	N
Building setback with side entrance (2.3.150. E.4)	N		N
Parking in front with joint access and shared driveway (2.3.150. E.5)	N		N
Parking in front without joint access or shared (2.3.150. E.6)	N		N
Property with grade change; retaining wall between sidewalk and building (2.3.150. E.7)	S		S

P = Permitted, subject to site/development review
 S = Permitted with standards (Section 2.2.190)
 CU = Conditional Use permit required (Chapter 4.4)
 N = Not permitted

2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout

1. Corner Property (Performance Standard #1)

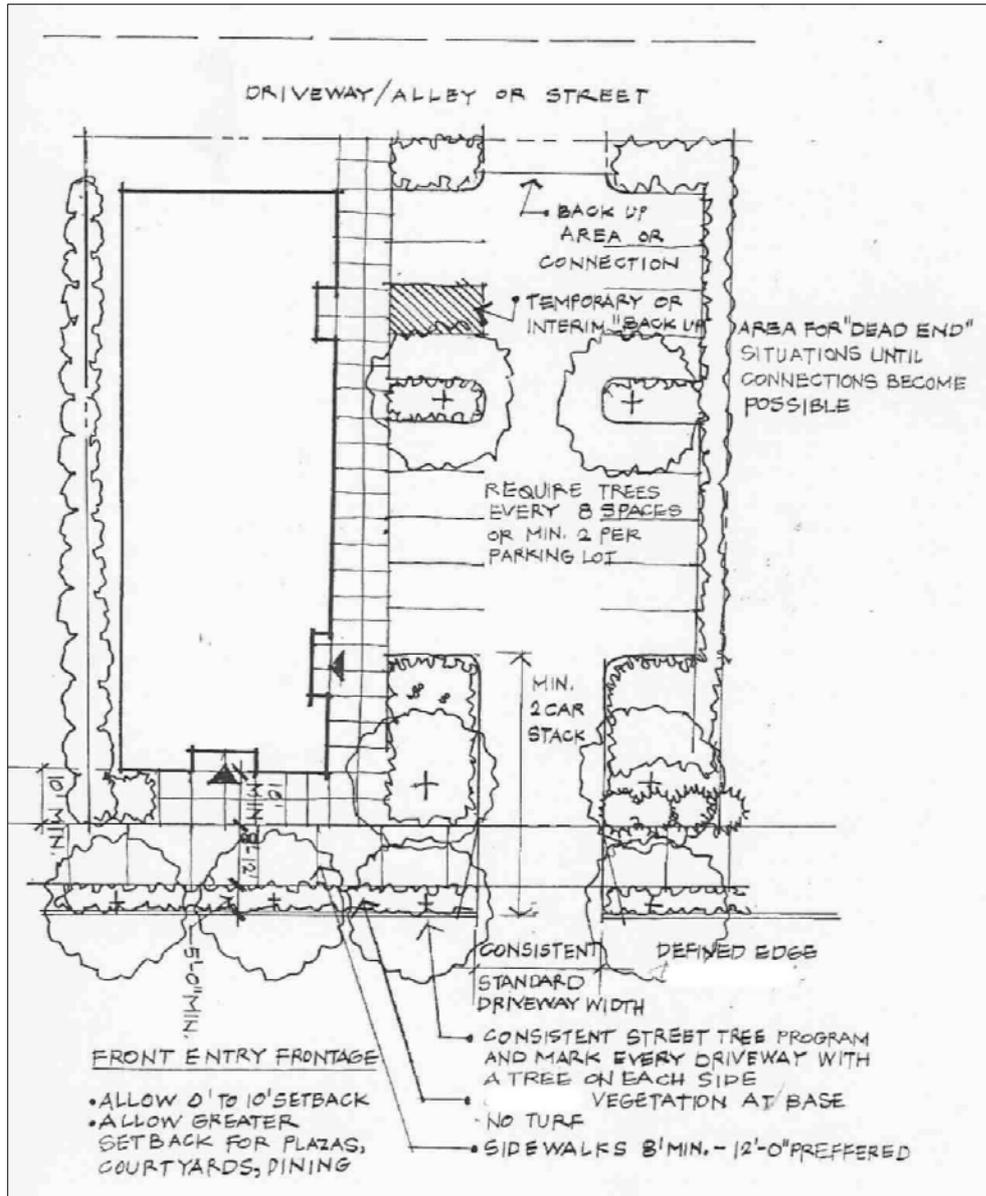
On corner properties buildings shall be oriented to corner, with vehicle access provided from a side street. Primary building entrances shall be located within 20 feet of a street and the building shall meet transparency and weather protection standards along all street-facing elevations. If the primary building entrance is more than 20 feet from the sidewalk, then a 10-foot landscape buffer or civic space is required between the building and sidewalk.



2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout

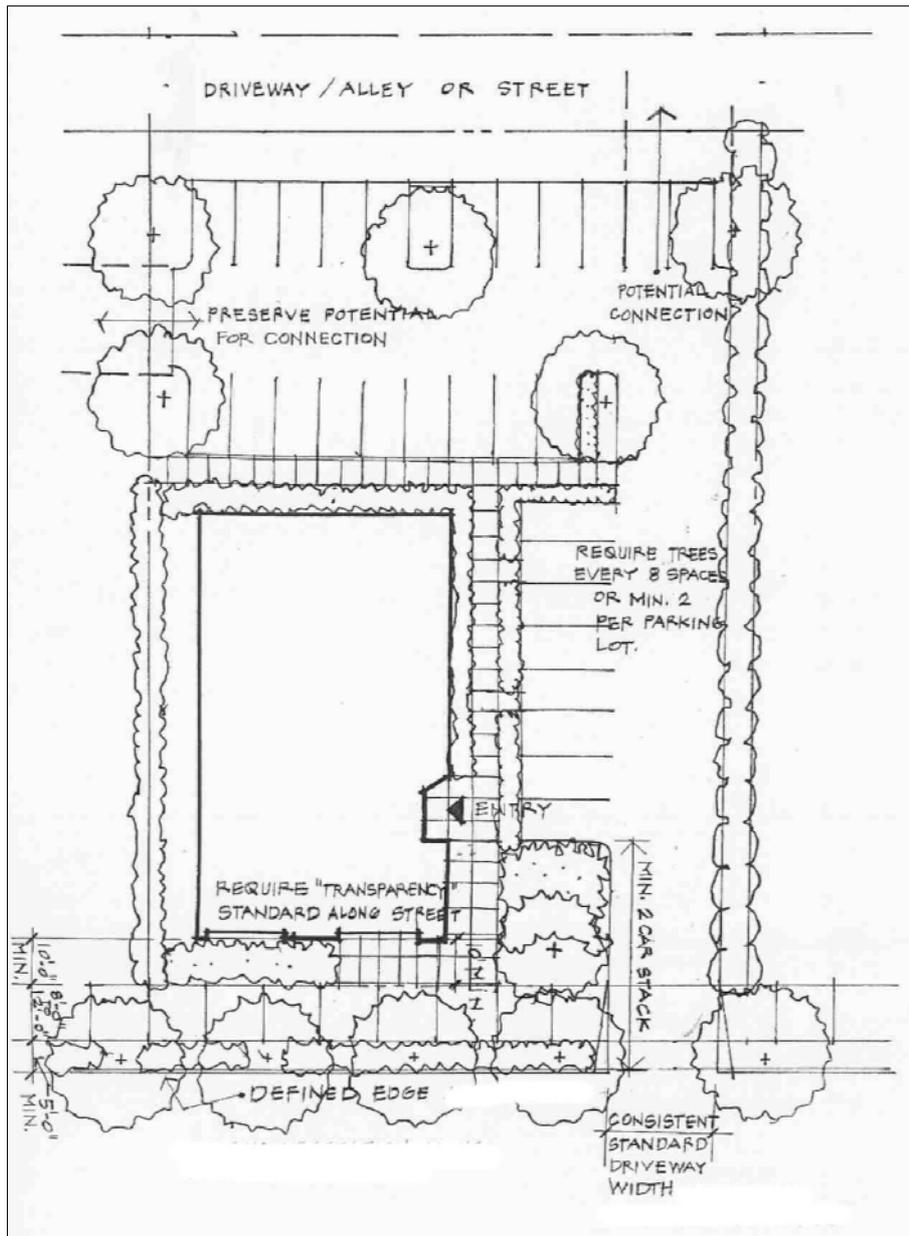
2. Front Entrance at Street (Performance Standard #2)

On non-corner parcels, the building shall be oriented to the street and have a primary entrance placed at street edge or within 20 feet of edge; this distance may be increased only where a civic space abuts the sidewalk and primary building entrance and no parking is allowed between the building and highway. The building shall meet weather protection and transparency standards along all street-facing elevations.



3. Building at Street with Side Entrance (Performance Standard #3):

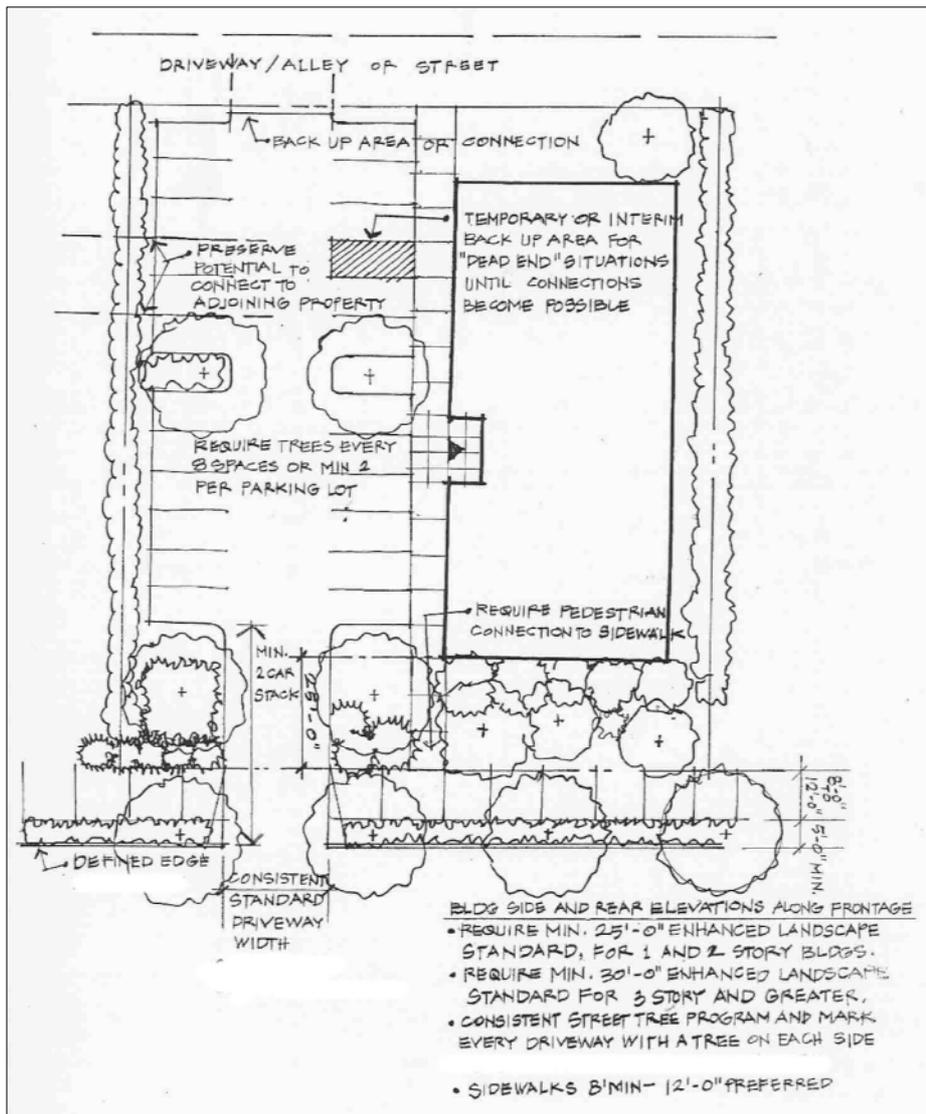
Where the Planning Director determines that a building may have its primary entrance placed on a side elevation not facing a street, a primary building entrance shall be placed within forty (40) feet of a street right-of-way and a pedestrian pathway shall connect the entrance directly to the right-of-way. There shall be no parking located between the building and the subject street. The building shall meet weather protection and transparency standards on all street-facing elevations.



2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout

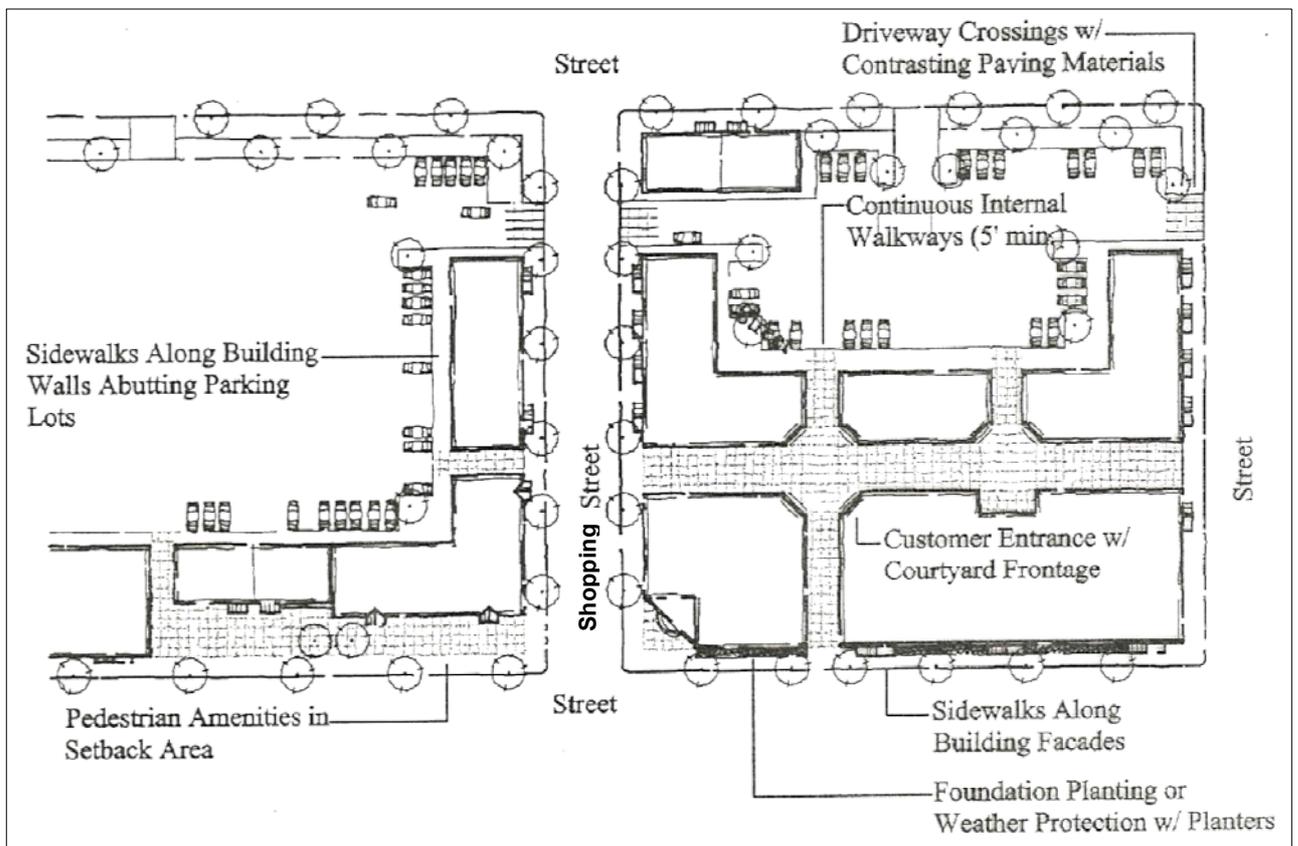
4. Building Setback with Side Entrance (Performance Standard #4):

Where the Planning Director determines that a building may be oriented to an internal parking area and it may have its primary entrance placed on a side elevation, the following standards shall apply: All street-facing elevations and elevations on which a primary building entrance is placed shall meet the transparency and weather protection requirements of this chapter. There shall be no parking placed between the building and subject street; buildings with primary entrances more than forty (40) feet from the highway edge need not meet weather protection and transparency standard along the street frontage provided that a landscape buffer of twenty- to thirty (20-30) feet in width shall be required.

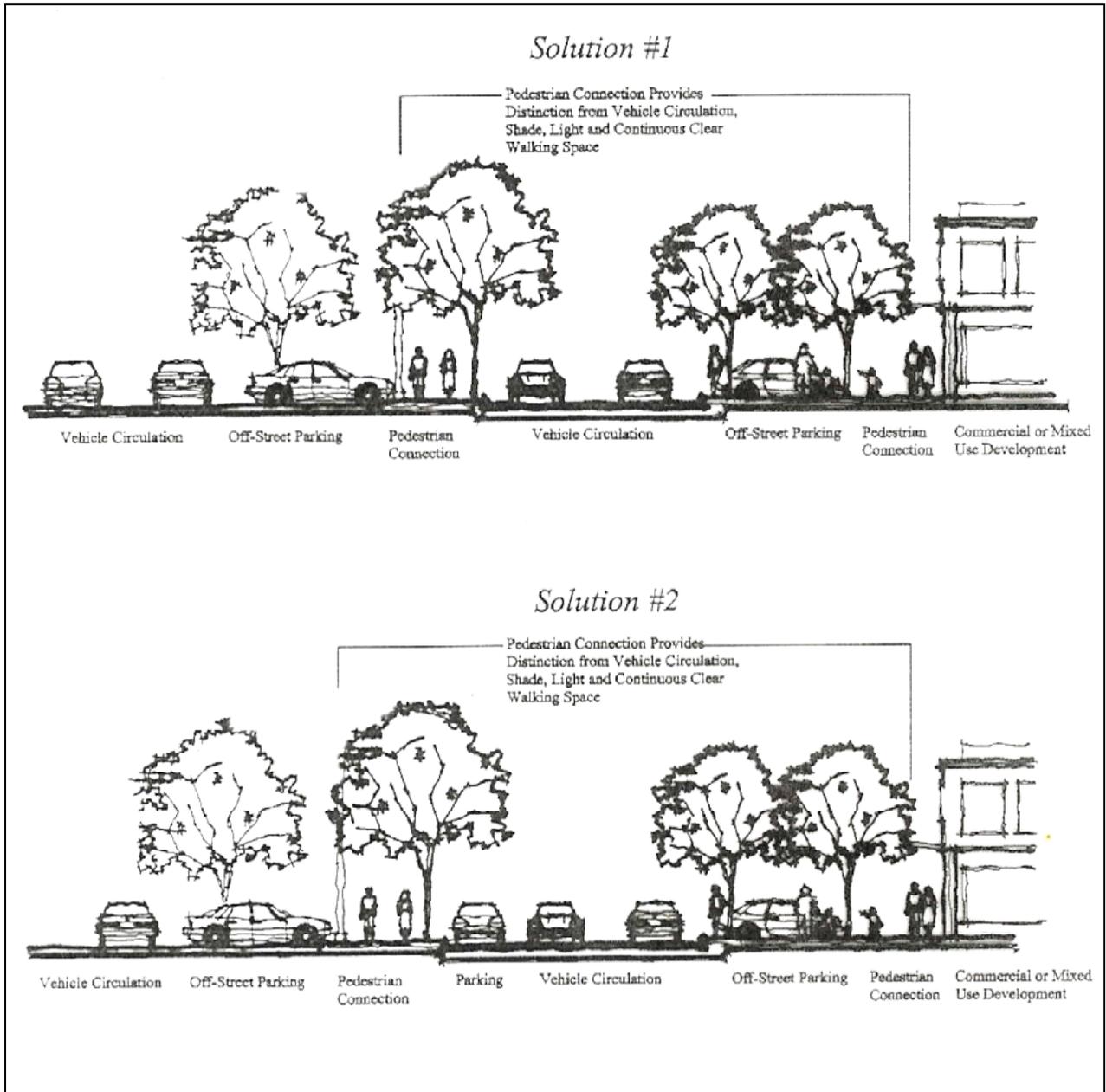


5. Parking in Front (Performance Standard #5)

Where the Planning Director finds that multiple buildings and/or building pads should be set back from the street behind surface parking and oriented to internal driveways instead of streets, such driveways shall be designed as “shopping streets.” Shopping streets shall contain, at a minimum, on-street parking, sidewalks/walkways with raised curbs, street trees and pedestrian lighting, as generally shown below. Such buildings may have their primary entrance(s) placed along the shopping street instead of a public street; in such cases, primary building entrances shall be within ten (10) feet of a walkway (8-foot minimum width), except where a civic space (e.g., plaza or outdoor seating area) is provided the setback may be increased accordingly. Surface parking shall be setback and screened from the street behind a twenty (20) foot minimum landscape buffer. Buildings shall meet the weather protection and transparency standards of this chapter along all shopping streets.



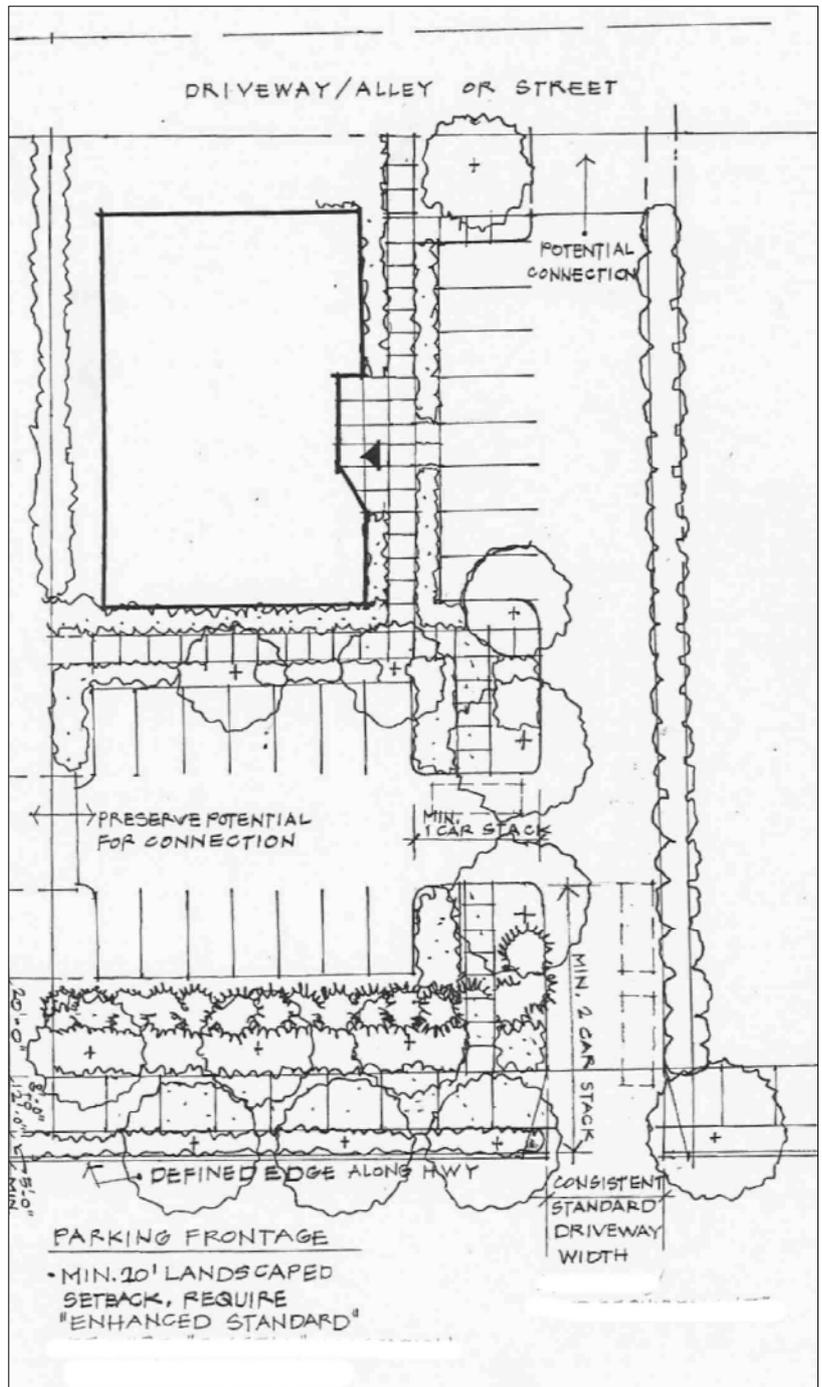
2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout



Examples of internal shopping streets that meet the building orientation requirement when building(s) not oriented to a street. Note: The above driveways do not have to extend through to North First or Water Streets, provided that a pedestrian connection is made to the required sidewalk.

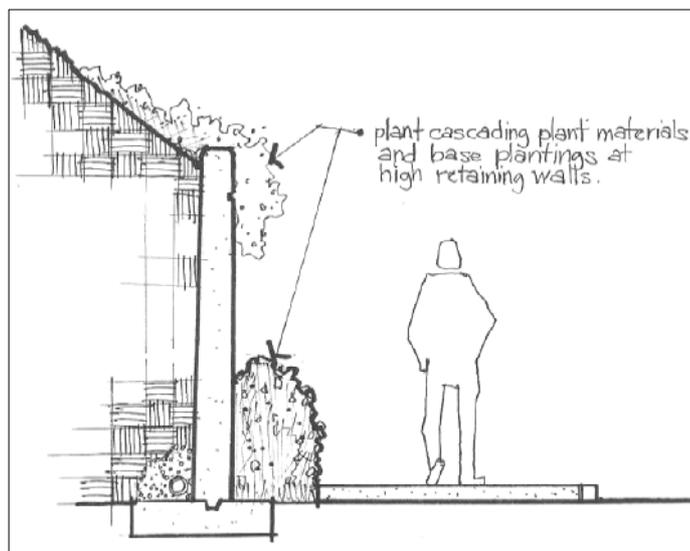
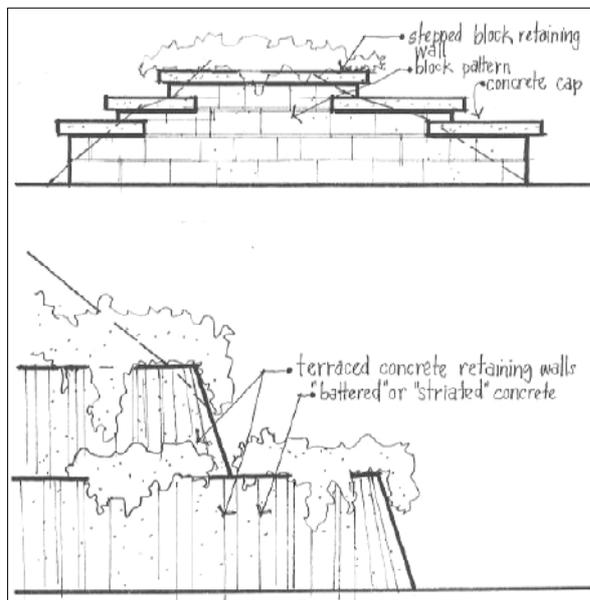
6. Parking in Front without Shopping Street (Performance Standard #6):

Where the Planning Director finds that it is necessary to place surface parking between a building's primary entrance and the street, and it is not possible to develop an internal shopping street as described above, e.g., due to the small size of a property, its configuration, or other physical site constraints, then the following standards shall apply: All surface parking and internal drives shall be setback at least twenty (20) feet from the street behind a landscape buffer; adequate vehicle queuing distances shall be provided between the street and all parking areas, subject to site design review; a six (6) foot minimum width walkway shall connect the primary building entrance to a public sidewalk with four (4) foot minimum width planter strips placed between such walkways and abutting driveways; raised or textured paving with ADA wheelchair accessible ramps shall be provided at all pedestrian crossings of vehicle areas; and provisions shall be made for potential future driveway extensions as adjacent properties or develop or street connections can be made.



2.3 – Commercial Land Use Districts – Building Orientation and Commercial Block Layout

7. **Property with Grade Change (Performance Standard #7):** Where retaining walls are required adjacent to a public right of way, they shall incorporate rusticated concrete block, natural stone, or striated or battered concrete with a natural stone color. Applications for site design review shall include proposed retaining wall detail drawings.



2.3.170 Commercial Districts –Design Standards for the General Commercial District

Background: This section provides minimum design standards for commercial and mixed-use buildings. The standards are intended to promote compatibility with adjacent buildings, break up large building elevations, and promote human scale design. The code also addresses Transportation Planning Rule site design requirements under OAR 660-012-0045 by requiring prominent building entrances oriented to streets.

A. Purpose. Section 2.3.170 promotes the public health, safety, and welfare by requiring at least a minimum level of design on every building in the General Commercial. Design is important to identifying Silverton as a unique place with successful commercial areas. The design standards are intended to:

- Encourage architecture that is consistent with the character of Silverton;
- Ensure that new development creates a close, intimate human-scale and architectural designs address all four sides of a building;
- Encourage the use of contextually appropriate materials, textures and colors;
- Promote pedestrian oriented uses by orienting buildings and their entrances to the street or to civic spaces abutting the street;
- Create vibrant civic spaces (e.g., plazas, public art, café seating areas, etc.) oriented to take advantage of southern exposures; civic spaces should help identify the village, create intrigue, and offer weather protection and comfort to pedestrians while adding value to adjoining properties;
- Break down large building masses and provide visual interest along the street;
- Balance rhythm and continuity – encourage creativity in the design of building elevations, rooflines and façade elements;
- Treat corner lots as focal points with vertical elements, public art, seating, and other design features; and
- Provide weather protection where commercial and mixed-use buildings abut the street.

B. Applicability. Except for existing historic structures, all major remodels and new buildings in the commercial districts shall meet the standards of subsections 2.3.170.C-E. Properties located in the DC district shall also meet the standards set forth in subsection 2.3.200 and the applicable Historic Preservation requirements under Chapter 2.8. The following standards are applied through Site Design Review prior to building permit review. The applicant is required to demonstrate that the standards are met by complying with the criteria under each standard. Remodels of, or additions to, designated historic residential structures are subject to the requirements under Chapter 2.8. The provisions of Section 2.3.170 may be adjusted through the Design Performance Option in Section 4.2.510.

C. Pedestrian-Orientation. The design of all buildings on a site shall support a safe and attractive pedestrian environment. This standard is met when the approval body finds that all of the criteria in 1-7, below, are met. Alternatively, the approval body may approve an alternate design under Section 4.2.510 upon finding that the proposed design equally or better achieves the above standard.

2.3 – Commercial Land Use Districts – Architectural Design Standards

1. The building orientation standards under Section 2.3.150 are met;
2. Primary building entrances shall open directly to the outside and, if not abutting a street, shall have walkways connecting them to the street sidewalk; every building shall have at least one primary entrance that does not require passage through a parking lot or garage to gain access;
3. Corner buildings (*i.e.*, buildings within twenty (20) feet of a corner as defined by the intersecting curbs) shall have corner entrances, or shall provide at least one entrance within 20 feet of the street corner or corner plaza;
4. At least fifty (50) percent of a building's street-facing elevation(s) shall be located at the build-to line or closer to the street; build-to lines are prescribed by Section 2.3.120;
5. Ground floor windows or window displays shall be provided along at least fifty (50) percent of the building's (ground floor) street-facing elevation(s). Design elements such as large regularly spaced and similarly shaped windows with window trim, and with transom or clerestory windows above building entrances are counted; windows and display boxes shall be integral to the building design and not mounted to an exterior wall;
6. Windows shall cover no more than 90 percent of the ground floor façade length, and shall not begin less than 18 inches or more than 30 inches above the sidewalk (except transom windows). Second and third story windows shall match the vertical and horizontal character of ground level windows;
7. Street-facing elevations shall be designed with weather protection, such as awnings, canopies, overhangs, or similar features. Such weather protection shall project a minimum of four (4) feet and a maximum of eight (8) feet over sidewalks or other pedestrian space;
8. Drive-up and drive-through facilities, when allowed, shall conform to Section 2.3.190.

C. Compatibility. All new buildings and major remodels shall be designed consistent with the architectural context in which they are located. This standard is met when the approval body finds that all of the criteria in 1-7, below, are met. Alternatively, the applicant may propose different design elements as provided under Section 4.2.510, Design Performance Option.

1. There is continuity or effective transitions in building sizes between new and existing buildings;
2. The ground floor and upper floor elevations and architectural detailing are compatible with adjacent commercial buildings;
3. Roof elevation is compatible with adjacent commercial buildings (roof pitch, shape, height step-down);

2.3 – Commercial Land Use Districts – Architectural Design Standards

4. There is continuity in the rhythm of windows and doors on the proposed building(s);
5. The relationship of buildings to public spaces, such as streets, plazas, other areas, and public parking, including on-street parking, is strengthened by the proposed building(s);
6. The materials, colors, and architectural style are compatible with Silverton’s character. Compatible materials include masonry, tile, stucco, split face concrete blocks, or wood. Unadorned poured or tilt-up concrete or metal siding are subject to design review. Entirely pre-cast concrete buildings are not permitted. Where blank walls are required for structural reasons, all such walls visible from public streets shall include a combination of architectural elements and features such as offsets, entry treatments, patterns of varied materials and colors, decorative murals and divisions into bays, or similar features.

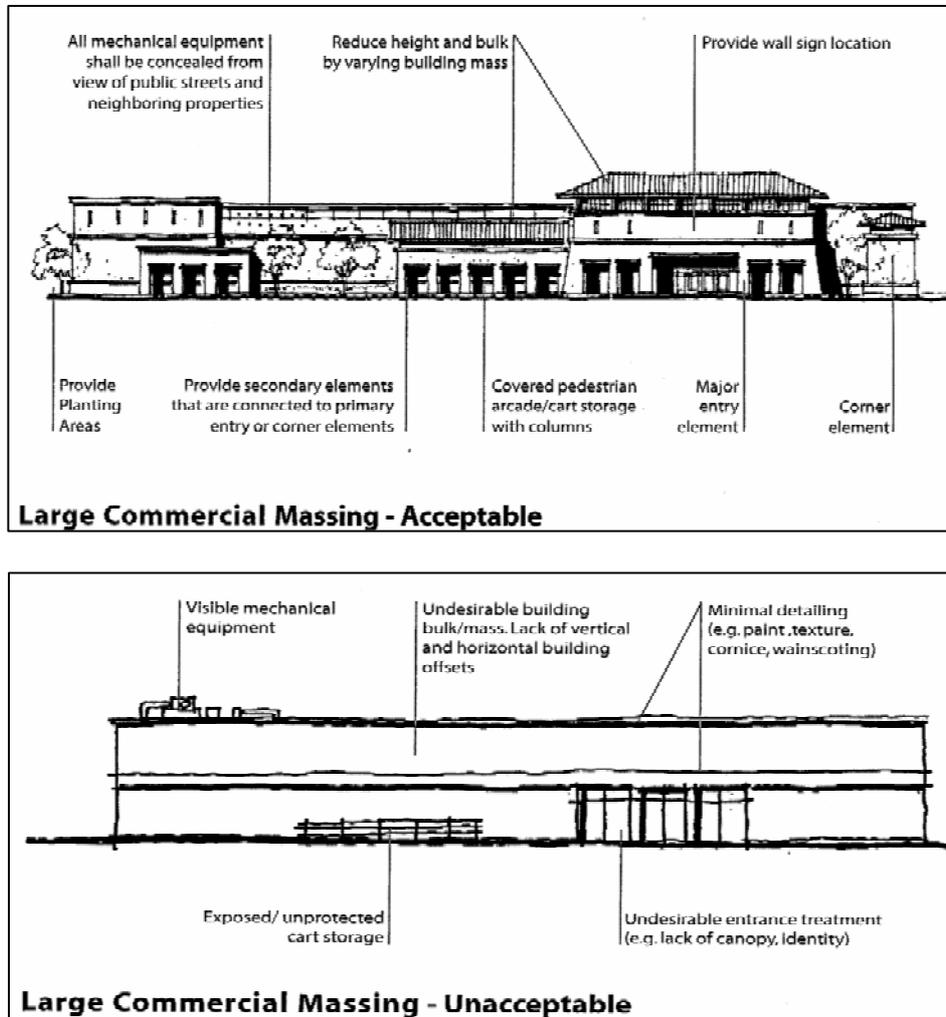
D. Human Scale. The design of all buildings shall be to a human-scale. This standard is met when the approval body finds that all of the criteria in 1-6, below, are met. Alternatively, the applicant may propose different design elements as provided under Section 4.2.510, Design Performance Option. Figure 2.3.170D contrasts examples of building elevations that are consistent/inconsistent with human scale criteria.

1. Regularly spaced and similarly-shaped windows are provided on all building stories;
2. Ground floor retail spaces have tall ceilings (*i.e.*, 12-16 feet) with display windows on the ground-floor;
3. Display windows are trimmed, recessed, or otherwise defined by wainscoting, sills, water tables, or similar architectural features;
4. On multi-story buildings, ground floors are defined and separated from upper stories by appropriate architectural features (*e.g.*, cornices, trim, awnings, canopies, arbors, trellises, overhangs, or other features) that visually identifies the transition from ground floor to upper story; such features should be compatible with the surrounding architecture;
5. The tops of flat roofs are treated with appropriate detailing (*i.e.*, cornice, pediment, flashing, trim, or other detailing) that is compatible with the surrounding architecture;
6. Pitched roofs have eaves, brackets, gables with decorative vents, or other detailing that is consistent with the surrounding architecture;
7. Historic design and compatibility requirements under Chapter 2.8, where applicable, are met; and

2.3 – Commercial Land Use Districts – Architectural Design Standards

8. Where buildings with greater than 10,000 square feet of enclosed ground-floor space are proposed, they shall provide articulated facades on all street-facing elevations. This criterion is met when there is a major break in the building plane not less than once for every thirty (30) feet of a building’s horizontal length. Breaks in building plane include windows, primary entrances, weather protection (awnings, canopies, arbors, arcades), offsets/projections/changes in elevation or horizontal direction, sheltering roofs, terraces, a distinct pattern of divisions in surface materials, ornamentation, screening trees, small-scale lighting (e.g., wall-mounted lighting, or up-lighting), and/or similar features as generally shown in Figure 2.3.170.D. See also, subsection 2.3.170.C.

Figure 2.3.170.D – Examples of Design Elements on Large Commercial Buildings



2.3.180 Commercial Districts – Pedestrian Amenities

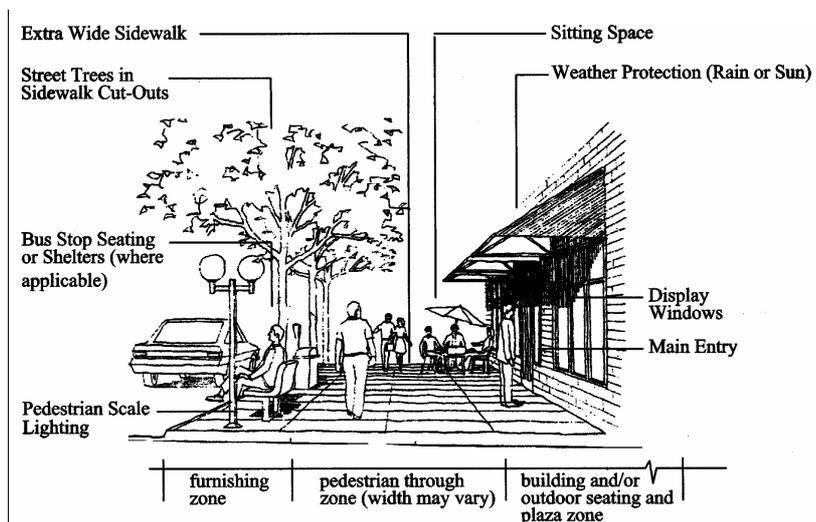
Background: Section 2.3.180 is to be used in conjunction with Table 2.3.120 (Development Standards), 2.3.150 (Building Orientation), and Section 2.3.170 (Architectural Standards) and Section 3.4.100 (Transportation Design Standards). This section also supports implementation of the Transportation Planning Rule site design requirements under OAR 660-012-0045 by supporting attractive and comfortable streets for pedestrians.

A. Purpose and Applicability. Section 2.3.180 provides standards for pedestrian amenities when pedestrian amenities are required as part of new developments and major remodels, and when pedestrian amenities are provided to meet the requirements of other code sections. Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment along street frontages, and they support the community’s public safety and transportation objectives through natural surveillance and walkability.

B. Standards. All new developments and major remodels shall provide one (1) or more of the “pedestrian amenities” listed below, and as generally illustrated in Figure 2.3.180.B. Pedestrian amenities may be provided within a street furnishing zone, building frontage zone, or plaza, or within the pedestrian through zone, as shown in Figure 2.3.180.B, provided that applicable minimum clearance and ADA standards are met. Use of the public right-of-way requires approval by the roadway authority.

1. A plaza, courtyard, square or extra-wide sidewalk next to the building entrance with a minimum width of six (6) feet;
2. Sitting space (*i.e.*, dining area, benches, garden wall or ledges between the building entrance and sidewalk) with a minimum of 16 inches in height and 30 inches in width;
3. Building canopy, awning, pergola, or similar weather protection (minimum projection of 4 feet over a sidewalk or other pedestrian space);
4. Public art that incorporates seating (*e.g.*, fountain, sculpture).
5. Transit amenity, such as bus shelter, per the standards of the transit service provider, as applicable.

Figure 2.3.180.B – Examples of Pedestrian Amenities



2.3.190 Commercial Districts – Special Use Standards

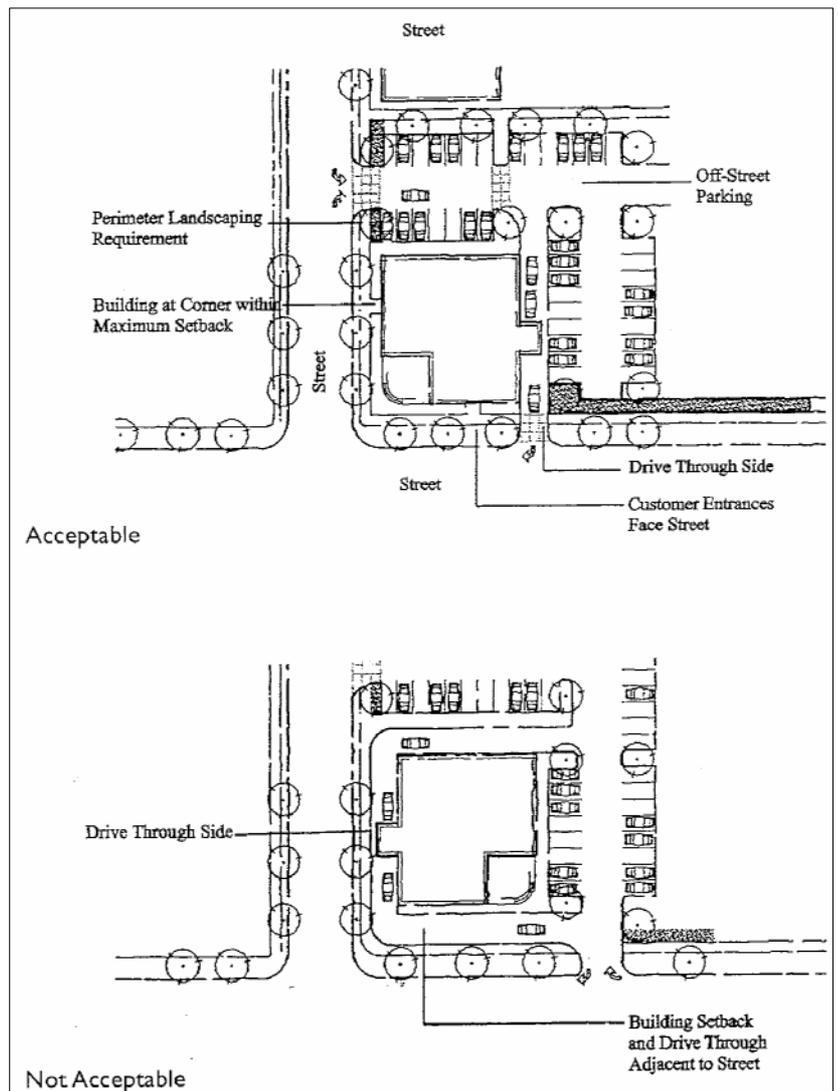
This section provides special use standards for those uses so designated in Table 2.3.110.

A. Drive-Up/Drive-In/Drive-Through Uses and Facilities.

When drive-up or drive-through uses and facilities are allowed, they shall conform to all of the following standards, which are intended to calm traffic, and protect pedestrian comfort and safety.

Figure 2.3.190.A(1) – Drive-Up and Drive-Through

1. The drive-up/drive-through facility shall orient to an alley, driveway, or interior parking area, and not a street (Figure 2.3.190.A(1));
2. None of the drive-up, drive-in or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, kiosks, drop-boxes, or similar facilities) are located within 20 feet of a street and shall not be oriented to a street corner. (Walk-up only teller machines and kiosks may be oriented to a street or placed adjacent to a street corner);
3. Drive-up/in queuing areas shall be designed so that vehicles do not obstruct a driveway, fire access lane, walkway, or public right-of-way; and
4. The minimum spacing of drive-up, drive-in, and drive-through facilities receiving access onto the same street is 400 linear feet along that street’s block face (same side of street).



2.3.200.1 Commercial Districts – Design Standards for the Downtown Commercial District

Background: Section 2.3.200 is to be used in conjunction with Table 2.3.120 (Development Standards), 2.3.150 (Building Orientation), Section 2.3.170 (Architectural Standards), and Section 2.3.180 (Pedestrian Amenities) and Section 3.4.100 (Transportation Design Standards). This section also supports implementation of the Transportation Planning Rule site design requirements under OAR 660-012-0045 by supporting attractive and comfortable streets for pedestrians.

A. Purpose. Section 2.3.200 promotes the historic storefront nature of the Downtown Commercial area. Design is important to identifying Silverton as a unique place with successful commercial areas. The design standards are intended to:

- Encourage architecture that is consistent with the historic character of downtown Silverton;
- Ensure that new development creates a close, intimate human-scale and architectural designs address all four sides of a building;
- Encourage the use of contextually appropriate materials, textures and colors; and
- Promote public access by orienting buildings and their entrances to the street or to civic spaces abutting the street.

B. Applicability. The following standards are applied through Site Design Review prior to building permit review. The applicant is required to demonstrate that the standards are met by complying with the criteria under each standard. Remodels of, or additions to, designated historic residential structures are also subject to the requirements under Chapter 2.8. The provisions of Section 2.3.200 may be adjusted through the Design Performance Option in Section 4.2.510.

C. Area Defined. The Downtown Commercial Area comprises the Central Business District and all of the National Historical District, and some contiguous areas which are not within the National Historic District. See Figure 2.3.200.C.1. For explanation purposes, the area has three sub-sections: Central, South of Jersey, and West of Silver Creek.

Central. The area is bounded to the North by Park Street, West by Silver Creek, South by Jersey Street, and East by N 2nd Street.

South of Jersey Street. The area is bounded to the North by Jersey Street from Silver Creek to 208 Jersey Street, and then South to Lane Street on the half block. This area encompasses the eastern and western properties along S Water Street from Lane Street to Jersey Street.

West of Silver Creek. The area is bound by Silver Creek to the East. McClaine Street and Fiske Street create the western boundaries. To the North it is bound by: 106 McClaine Street, 200 West Main, 114 W Main, 108 W Main, and 106 W Main. It is bound to the South by: 109 Fiske Street and 111 Fiske Street.

Figure 2.3.200.C.1 – Map of Downtown Commercial



D. Standards. Standards for new construction shall require builders to conform to the architectural form of Silverton’s historic period (1890’s – 1940s). As such, new construction shall conform to the following standards listed below. Throughout the standards, reference is made to Silverton’s historic period, the 1890’s – 1940’s, and, to buildings which display characteristics of that period. The following list of buildings is provided as a reference guide to those buildings which display characteristics intended by the standards (Figure 2.3.200.1.D.1- 2.3200.1.D.6). The list is a guide only – other buildings may be used to demonstrate the required elements and/or the basis for visual compatibility.

2.3 – Commercial Land Use Districts – Downtown Commercial District

Examples of historic storefront buildings:

- a. Figure 2.3.200.1.D.1 - Wolfe Building: 201 E Main St



- b. Figure 2.3.200.1.D.2 - Silver Falls Bank: 217 E Main St



2.3 – Commercial Land Use Districts – Downtown Commercial District

c. Figure 2.3.200.1.D.3 - Larsen & Flynn Building: 100 S Water St



d. Figure 2.3.200.1.D.4 - Silver Grill: 206 E Main St



2.3 – Commercial Land Use Districts – Downtown Commercial District

e. Figure 2.3.200.1.D.5 - Hartman Building: 210 S Water St



f. Figure 2.3.200.1.D.6 - Silverton Masonic Building: 101-110 S Water St



2.3.200.2 Site Development.

- a) Building fronts and entrances shall be oriented toward the street.
- b) Building facades shall be set at the property edge along the sidewalk. A setback of up to 5 feet is permitted when occupied by pedestrian amenities (e.g. plaza, outdoor seating). (Figure 2.3.200.2.1 – Downtown Commercial Pedestrian Environment)
- c) Buildings shall promote public viewing of the creek by the construction of decks or balconies adjacent to Silver Creek. This shall include a continuation of the 5’ wide creek walk with a public easement. (Figure 2.3.200.2.2 – Downtown Creek Walk)

2.3 – Commercial Land Use Districts – Downtown Commercial District

Figure 2.3.200.2.1 – Downtown Commercial Pedestrian Environment

Downtown Commercial

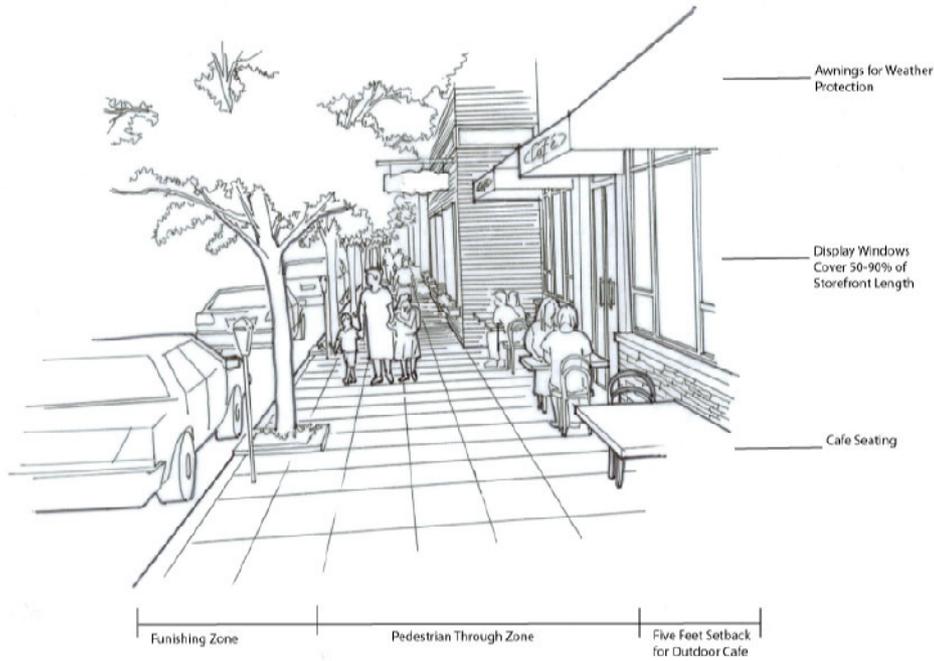
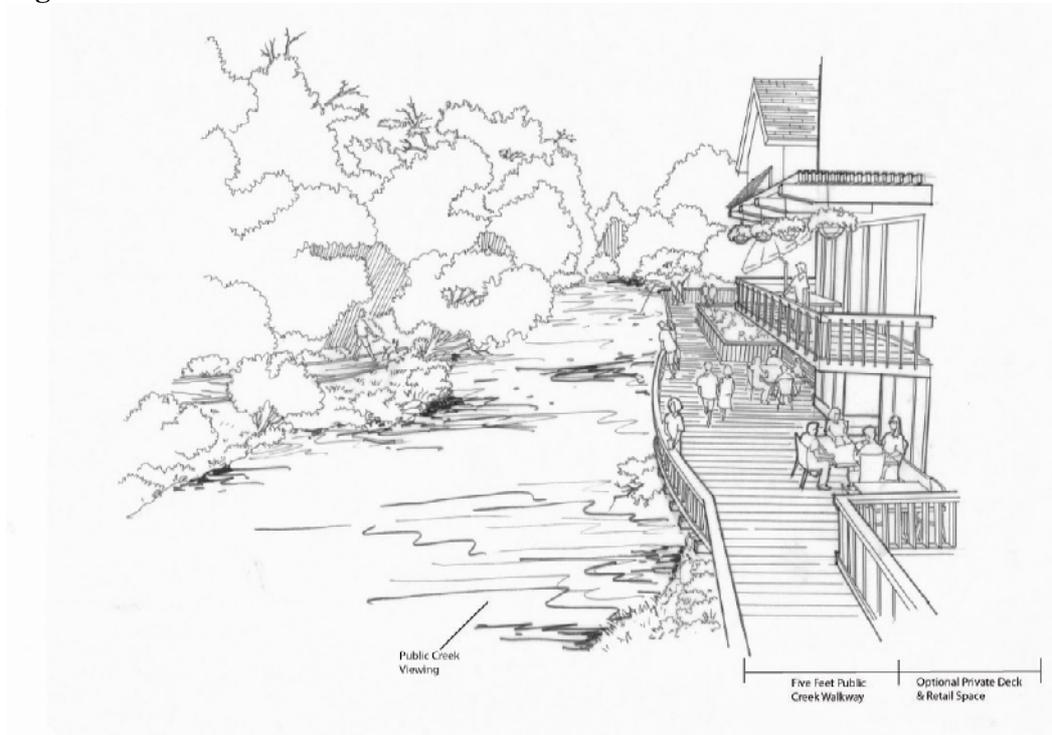


Figure 2.3.200.2.2 – Downtown Creek Walk



2.3.200. 3 Building Scale.

a) The overall size and proportion of new structures shall be compatible with the scale of buildings constructed during the historic period (1890's-1940's). This standard may be met by either designing the building's size and proportions to be similar to comparable historic structures in the downtown, or, by the design of the façade so that it breaks a larger mass into smaller proportions that are similar to comparable historic structures.

b) The relationship between the height and width of the main facade of the building shall be visibly compatible with adjoining or nearby buildings of the historic period or style. As with (a) above, this standard may be met through both similar height and width, or, through design elements that provide visual continuity with the height and width of adjoining or nearby buildings of the historic period.

2.3.200. 4 Building Height

a) The facade height of all buildings shall be two to four stories and not more than 50 feet in maximum height.

2.3.200. 5 Building Width

a) All new buildings shall maximize lot frontage as much as is practicable.

b) New buildings whose street frontage is more than 45 feet wide shall be designed to convey a sense of division through the use of pilasters, windows and door openings, recessed entries, off-sets or other architectural details.

2.3.200. 6 Storefronts

a) Primary entrances shall be oriented to the street. Corner buildings shall have corner entrances, or shall provide at least one entrance within 20 feet of the street corner or corner plaza.

b) The upper windows of multi-story buildings shall use multi-pane double-hung sash windows or the equivalent style.

c) The relationship between solid walls and window and door openings on the main façade shall be visually compatible with adjoining or nearby structures from the historic period or style.

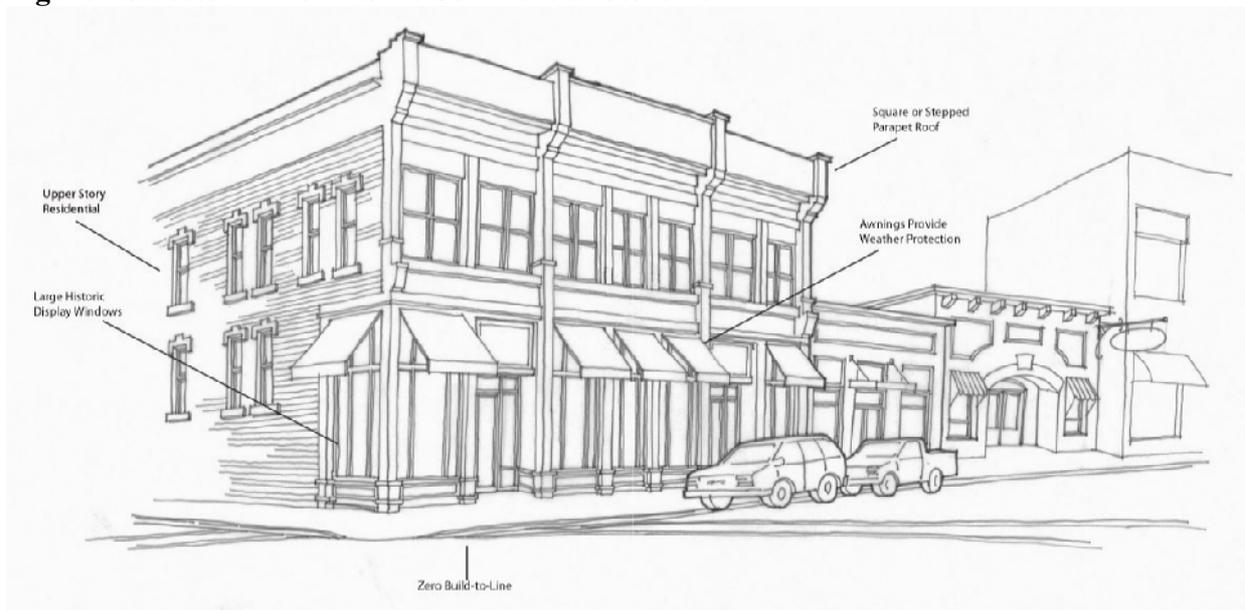
d) The relationship of width and height of window and door openings shall be visually compatible with adjoining or nearby buildings from the historic period or style.

e) Blank walls, walls without window or door openings, are not permitted along public streets.

2.3 – Commercial Land Use Districts – Downtown Commercial District

- f) Windows and doorways shall not be covered over with paper, boards, or cardboard except during times of construction or remodeling and shall be limited to a period of 30 days unless an extension is otherwise granted by the City Manager.
- g) Doors shall match the materials, design, and character of the display window framing.
- h) Architectural features such as awnings, windows, cornices, etc. shall be provided at the second floor to differentiate the storefront from the upper levels of the building, to add visual interest, and to allow the storefront to function as the base for the rest of the building. (Figure 2.3.200.6.1 – Downtown Commercial Storefront)

Figure 2.3.200.6.1 – Downtown Commercial Storefront



2.3.200. 7 Facade Materials and Texture

- a) The materials and texture of the facade shall be compatible with those on buildings constructed during the historic period.
- b) Permitted exterior facade materials include: brick, cast iron, relatively narrow horizontal wood siding, and stucco. Plywood siding, T-111, and vertical board and batten are prohibited.
- c) Exposed concrete block facades facing the street are not allowed. Split-face or scored-face block may be used in small quantities for foundations or other non-dominate features.
- d) All main facade materials shall be painted (except brick for which painting is optional).
- e) Metal shall not be used as a building material on the facade facing a street.

2.3.200. 8 Roofs

- a) Main facade roofs (low sloping shed or gable) shall be concealed behind a square or stepped parapet.
- b) Parapets shall be provided.
- c) All HVAC systems located on top of a roof shall be located and/or screened so that they are not visible from the street. Dish style antennas shall be located and/or screened so that they are not visible from the street. All screening material shall be natural and shall be compatible with the facade of the front of the building.
- d) New roofs on existing buildings, or on additions to existing buildings, shall match the pitch and form of the original roof.
- e) Shed roofs are permitted on one-story rear additions.
- f) Back-lit or internally illuminated roofs are prohibited.

2.3.200. 9 Awnings and Canopies

- a) When awnings are provided they shall extend out from the building front to cover at least two-thirds of the sidewalk unless it is shown that such a distance will interfere with existing trees, poles, etc., to provide pedestrian protection from the elements.
- b) Awnings shall be flat or sloping. Awnings shall be made of metal, wood, canvas or similar materials. Rounded bubble or plastic awnings are prohibited. Fully glazed awnings are not permitted.
- c) Awnings shall fit within the window bays (either above the main glass or the transom light) so as not to obscure or distract from significant architectural features.
- d) The color of the awning shall be compatible with its attached building.
- e) Awnings shall not be internally illuminated. However, lighting which is intended to provide illumination to the sidewalk and signage is permitted.
- f) Awnings shall be a minimum of 8 feet above the sidewalk.

2.3.200. 10 Color

- a) The painting of brick walls is permitted.

2.3 – Commercial Land Use Districts – Downtown Commercial District

- b) Subtle or subdued tones commonly used during the historic period shall be used. Bright or neon colors are prohibited.
- c) Different colors shall be used to accentuate and highlight trim, windows, and other building features.

2.3.200. 11 Signs/Murals

Refer to _____, Sign Code for specific sign regulations.

In the DC and DCF districts:

- a) Murals are allowed on the side walls of buildings facing the interior of blocks and blank side walls of non-historic buildings.
- b) Murals are not permitted on the main facade of either modern or historic buildings.
- c) Existing murals shall not be altered without a conditional use permit.

2.3.200. 12 Site Design

- a) Landscaping shall not obliterate street and sidewalk views of signage or architectural features on historic buildings.
- b) One street tree for every 30 to 50 feet of frontage, depending on the crown width of the tree, chosen from the street tree list, shall be placed on that portion of the development paralleling the street, unless it is determined that street trees will interfere with ingress/ egress, utility lines or other factors would prevent a tree from growing to healthy maturity. Tree species and size to be consistent with the approved City of Silverton Street Tree List.
- b) Street trees are not permitted, except those lawfully existing as of *{effective date}*, in the center of the downtown. This area is bounded North and South between High Street and Lewis Street and bounded East and West by Water Street and First Street.
- c) Container plants shall be provided if the property can not provide any other form of landscaping. Otherwise low-water deciduous trees, shrubs, and flowering plants shall be used.

2.3.200. 13 Designated Creek Protection

- a) Creek protection to maintain water quality and wild animal habitat shall be incorporated in the overall design of a project.

2.3 – Commercial Land Use Districts – Downtown Commercial District

b) Native riparian plant materials shall be planted adjacent to the creek to enhance creek habitat, consistent with state and federal guidelines.

2.3.200. 14 Parking

a) Parking areas shall not be located between the front of the building and the street.

b) Parking areas with more than 20 spaces shall be divided by landscaped areas or walkways, or by a building or group of buildings.

c) Parking lot landscaping shall consist of a minimum of 10% of the total parking area. The landscaping in parking areas is in addition to that required to meet other standards or percentages of required landscaping. A minimum of one tree for every 7 parking spaces shall be provided.

d) “Knee walls” are required to screen streetside parking lots. “Knee walls” shall not exceed 2.5 feet in height and shall be constructed with masonry. A combination of walls and landscaping may be approved if they provide an effective buffer and low-level screen of the parking area.

e) Parking lot shall comply with requirements within Section 2.3.150 SMC.

2.3.200. 15 Residential Development

a) Development which includes second and third story residences is compatible with historic design and use patterns and shall be allowed when other standards are met.

2.3.200. 16 Design Standards for Rehabilitation, Restoration and Preservation of Pre-existing Structures

a) Additions and alterations shall be sensitive to the scale and character of the building, and also surrounding buildings.

b) Restoring the original appearance of an old building is preferred whenever possible.

c) When historic construction materials cannot be replaced or matched, care should be taken to match the original pattern, thickness, color, and texture as closely as possible with available materials.

2.3.200. 17 Façade Elements

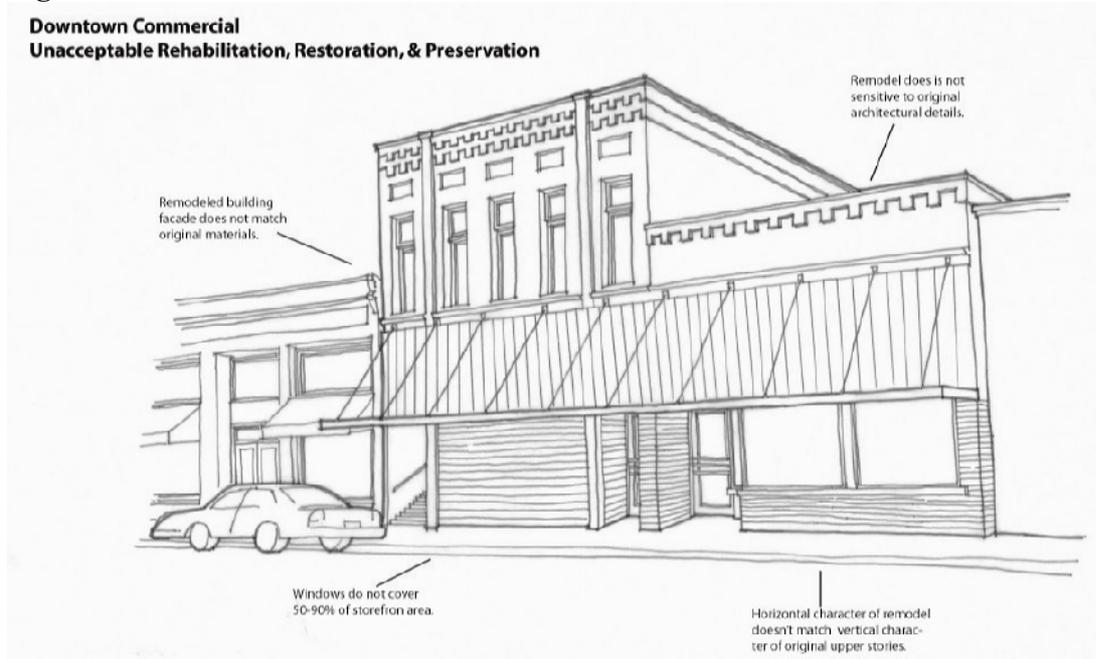
a) Historic façade elements and materials shall be restored or replaced with similar materials whenever possible.

b) Building facades shall identify and recover original architectural elements (window and door

2.3 – Commercial Land Use Districts – Downtown Commercial District

openings, exterior façade materials, decorative details) whenever possible to evoke a sense of the building's history. (Figure 2.3.200.16.1 – Downtown Commercial Rehabilitation)

Figure 2.3.200.17.1 – Downtown Commercial Rehabilitation



2.3.200.18 Windows

- a) Original windows, including large ground floor display windows with transom lights above, shall be retained or restored where practicable.
- b) New windows shall replicate the design of the original or existing windows.
- c) Large pane windows shall encompass a minimum of 50% of the storefront area. Windows shall cover no more than 90 percent of the ground floor façade length, and shall not begin less than 18 inches or more than 30 inches above the sidewalk (except transom windows). Second and third story windows shall match the vertical and horizontal character of ground level windows;
- d) Upper stories shall have a window to wall proportion that is smaller than that of the ground floor storefront.
- e) Window glass shall be inset a minimum of 3 inches from the exterior wall surface to add relief to the wall surface.
- f) Shaped window frames, sills and or lentils shall be used to enhance the window openings and add additional relief.
- g) Reflective glazing on windows shall not be used. If tinted glazing is used the tint shall be kept as

2.3 – Commercial Land Use Districts – Downtown Commercial District

light as possible.

h) During replacement or renovations wood windows shall be replaced with wood windows of the same operating type.

I) Vinyl windows are not permitted.

j) Windows shall not be covered over with paper, boards, or cardboard except during times of construction or for remodeling which shall be limited to a period of 30 days unless otherwise extended by the City Manager.

2.3.200.19 Additions

a) Additions shall be compatible in size, scale, exterior materials, color, and design to the building.

2.3.200.20 Street Furnishings

a) Street benches shall be black, metal, and compatible with the historic nature of downtown. This manufacturer and style number is the bench standard in Downtown Commercial Silverton. This or an approved equal must be used in the downtown commercial zone.

Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Number PL-5

Cast iron with stainless steel fasteners. Available in 4', 5', 6', and 8' lengths with powder-coated black finish.

b) Tree grates shall be metal, and compatible with the historic nature of downtown. This manufacturer and style number is the tree grate standard in Downtown Commercial Silverton. This or an approved equal must be used in the downtown commercial zone.

Manufacturer: Ironsmith, Inc

<http://ironsmith.cc/>

Model: Starburst, 4814-1

Material: Cast iron; meets standards for class 35B gray iron per ASTM A48. Expandable; available in square, half round/half square and rectangular.

c) Bollards shall be black, metal, and compatible with the historic nature of downtown. This manufacturer and style number is the bench standard in Downtown Commercial Silverton. This or an approved equal must be used in the downtown commercial zone.

Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Number CB-F

42" cast bollard with 12" base. Option for permanent or removable mounting and light fixture.

d) Trash cans shall be black, metal, and compatible with the historic nature of downtown. Trash cans shall contain a roof for weather protection and ease of maintenance. This manufacturer and style number is the trash can standard in Downtown Commercial Silverton. This or an approved equal must be used in the downtown commercial zone.

Manufacturer: DuMor Site Furnishings

Website: www.dumor.com

Model Number: 157-32-25BT

32-Gallon, all steel receptacle, 288 lbs.

2.3 – Commercial Land Use Districts – Downtown Commercial District

e) Bicycle racks shall be black, metal, and compatible with the historic nature of downtown. This manufacturer and style number is the trash can standard in Downtown Commercial Silverton. This or an approved equal must be used in the downtown commercial zone.

Manufacturer: Creative Pipe, Inc.

Website: www.creativepipe.com

Model Numbers: Figure “H” Rack, Model FH2.

Embedded or flange mounting options. (Embedded recommended.)

Material: 3” square steel tubing; coating: hot-dip galvanized or polyester powder coating.

2.3.210.1 Commercial Districts – Design Standards for the Downtown Commercial Fringe District

Background: Section 2.3.210 is to be used in conjunction with Table 2.3.120 (Development Standards), 2.3.150 (Building Orientation), Section 2.3.170 (Architectural Standards), and Section 2.3.180 (Pedestrian Amenities) and Section 3.4.100 (Transportation Design Standards). This section also supports implementation of the Transportation Planning Rule site design requirements under OAR 660-012-0045 by supporting attractive and comfortable streets for pedestrians.

- A. Purpose.** Section 2.3.210 promotes the historic residential nature of the Downtown Commercial Fringe area. Design is important to identifying Silverton as a unique place with successful commercial areas. The design standards are intended to:
- Encourage architecture that is consistent with the historic residential character of downtown Silverton;
 - Ensure that new development creates a close, intimate human-scale and architectural designs address all four sides of a building;
 - Encourage the use of contextually appropriate materials, textures and colors;
 - Promote pedestrian oriented uses by orienting buildings and their entrances to the street or to civic spaces abutting the street; and
 - Balance rhythm and continuity – encourage creativity in the design of building elevations, rooflines and façade elements.

- B. Applicability.** Except for existing historic structures, all major remodels and new buildings in the commercial districts shall meet the standards of subsections 2.3.170.C-E. The following standards are applied through Site Design Review prior to building permit review. The applicant is required to demonstrate that the standards are met by complying with the criteria under each standard. Remodels of, or additions to, designated historic residential structures are subject to the requirements under Chapter 2.8. The provisions of Section 2.3.210 may be adjusted through the Design Performance Option in Section 4.2.510.

C. Area Defined

The Downtown Commercial Fringe includes four sub-sections that surround the Downtown Commercial District. See Figure 2.3.210.C.1.

The northernmost sub-section is comprised of an area bounded by Silver Creek to the West and Park Street to the South. The western boundary starts at Park Street in the middle of the block between N 2nd and N 3rd Street, encompassing 402 N. 1st Street, 308 A Street, and 434 N 1st Street. The area is bound by A Street to the North, but includes half the block North of A Street between N 1st Street and Front Street.

The easternmost sub-section is comprised of an area bounded by 2nd Street to the West from Jersey Street to Park Street. The area is bound by Park Street to the North. To the East, the boundary is N 3rd Street from Park Street to Lewis Street. Lewis Street and Jersey Street, the eastern half of the block is included in the area, comprised of 402 Lewis Street, 205 S 2nd Street,

2.3 – Commercial Land Use Districts – Downtown Commercial Fringe District

Examples of historic homes converted to commercial use:

a. Figure 2.3.210.1.D.1 - Water Street Inn: 421 N Water St



b. Figure 2.3.210.1.D.2 - Heron Graphics: 417 N Water St



2.3 – Commercial Land Use Districts – Downtown Commercial Fringe District

c. Figure 2.3.210.1.D.3 - Medical Data Solutions: 411 N Water St



d. Figure 2.3.210.1.D.4 - Patrick Doyle House: 429 N Water St



2.3 – Commercial Land Use Districts – Downtown Commercial Fringe District

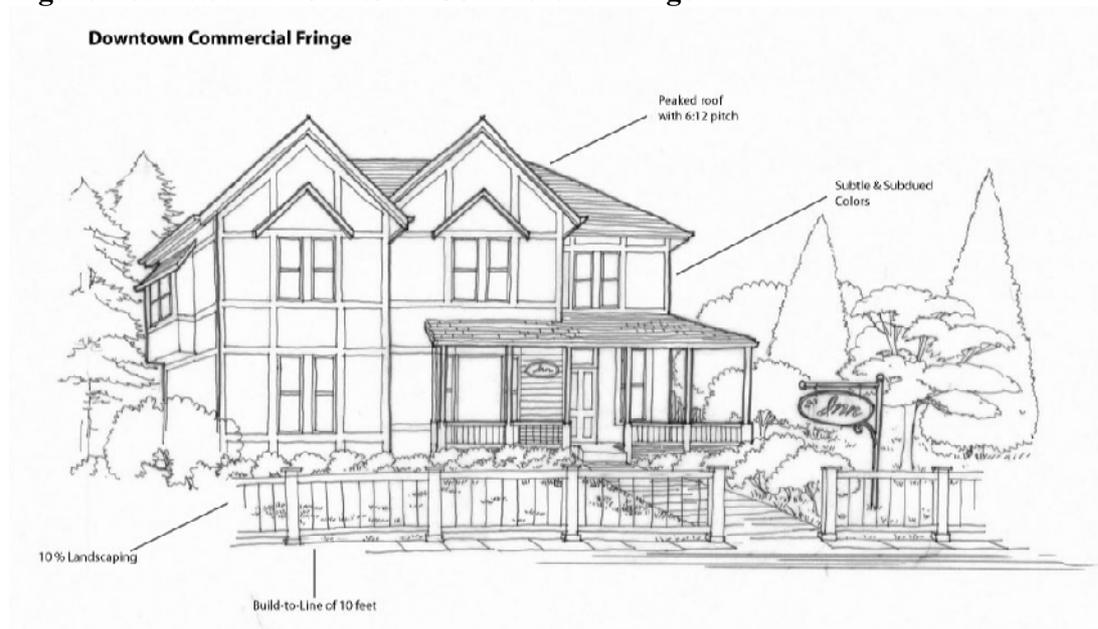
e. Figure 2.3.210.1.D.5 - Adams House: 729 S Water St



2.3.210.2 Site Orientation

- a) The primary building façade shall face the street.
- b) Buildings shall promote public viewing of the creek by the construction of decks or balconies adjacent to Silver Creek. This shall include a continuation of the 5' wide creek walk or trail with a public easement.
- c) The build-to-line is five feet in the DCF zone, except for properties fronting on Water Street where there is no build-to requirement. Development shall adhere to the development standards in 2.3.120. (Figure 2.3.210.3.1 - Downtown Commercial Fringe)
- e) All sign locations shall be identified and shown on the plan submitted for review. Proposed sign locations and dimensions of signs shall comply with the Silverton Sign Code.

Figure 2.3.210.3.1 - Downtown Commercial Fringe



2.3.210.3 Site Design

- a) Landscaping (trees, shrubs, planters, etc.) shall not obliterate street and sidewalk views of signage or architectural features on historic buildings.
- b) Landscaping shall be continuously maintained by the property owner.
- c) Existing healthy trees on the site shall be preserved.
- d) One street tree shall be provided for every 30 to 50 feet of frontage, depending on the crown width of the tree, chosen from the street tree list, shall be placed on that portion of the development paralleling the street. Where the size of the project dictates an interior street layout, a similar streetscape with street trees is required. Tree species and size to be consistent with the approved City of Silverton Street Tree List.
- e) Low-water use trees, shrubs, and flowering plants shall be used or an irrigation system shall be installed.

2.3.210.4 Building Scale and Height

- a). Buildings shall be constructed to a maximum height of 35' in. Roof style shall be architecturally compatible with the surrounding developments

2.3.210.5 Building Width

- a) All new building widths shall be consistent with adjacent properties.

2.3.210. 6 Roofs

a) Backlit or illuminated roofs are prohibited.

b) All HVAC systems located on top of a roof shall be located and/or screened so that they are not visible from the street. Dish style antennas shall be located and/or screened so that they are not visible from the street. All screening material shall be natural and shall be compatible with the facade of the front of the building.

c) Roof lines should be visually compatible with the existing historic buildings in the same district. Peaked and pitched roofs are preferred in the DCF district. Roofs shall have a minimum 6/12 pitch. Refer to 2.3.210.1.d for examples of residential historic buildings in the DCF.

2.3.210. 7 Facade Materials/Textures

a) Generally, the materials and texture of the facade shall be compatible with those on buildings constructed during the designated Historic Period.

b) Permitted exterior facade materials include: relatively narrow horizontal wood siding, wood shingles, stucco facing and durable materials such as brick, stone and concrete.

c) Exposed concrete block and plywood material are not allowed. Split-face or textured concrete may be used on the façade facing a street.

d) All main facade materials shall be painted, except for durable materials such as brick, stone or concrete which shall be sealed or otherwise appropriately treated.

e) Metal shall not be used as a building material on the building facade facing any street. This requirement shall not include certain types of uses such as gas station canopies, historically sensitive awnings or ornamentation.

2.3.210. 8 Color

a) Bright primary colors shall be prohibited. Subtle or subdued tones shall be used.

2.3.210. 9 Parking

a) Parking areas shall not be located between the front of the building and the street.

b) Parking lot landscaping shall consist of a minimum of 10% of the total parking area. The landscaping in parking areas is in addition to that required to meet other standards or percentages of required landscaping. A minimum of one tree for every 7 parking spaces shall be provided.

c) Parking lot shall comply with requirements within Section 2.3.150 SMC.

2.3.210. 10 Designated Creek Protection

2.3 – Commercial Land Use Districts – Downtown Commercial Fringe District

- a) Properties which abut Silver Creek shall include creek protection to maintain water quality and wild animal habitat in the overall design of a project.
- b) Properties which abut Silver Creek shall include native riparian plant materials landscaping to be planted adjacent to the creek to enhance creek habitat.

2.3.210. 11 Landscaping

- a) Landscaping shall be designed so that vegetation covers a minimum of 50% of the required landscaped area within one year of installation and 90% coverage occurring within 5 years.
- b) Landscaping design shall include a variety of deciduous and evergreen trees and shrubs and flowering plant species well adapted to the local climate.
- c) During site preparation existing healthy trees shall be saved where practicable.
- d) Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width, excluding those areas used for driveway and pedestrian purposes.
- e) All landscaping shall be continuously maintained by the property owner. Failed plantings shall be replaced in the next appropriate planting season but no later than within one year of the initial planting.

2.3.200. 12 Signs/Murals

Refer to _____, Sign Code for specific sign regulations.

In the DC and DCF districts:

- a) Murals are allowed on the side walls of buildings facing the interior of blocks and blank side walls of non-historic buildings.
- b) Murals are not permitted on the main facade of either modern or historic buildings.
- c) Existing murals shall not be altered without a conditional use permit.

2.3.220.1 Commercial Districts – Downtown Public, Semi-Public and Governmental Use Overlay

Background: Section 2.3.210 is to be used in conjunction with Table 2.3.120 (Development Standards), 2.3.150 (Building Orientation), Section 2.3.170 (Architectural Standards), and Section 2.3.180 (Pedestrian Amenities) and Section 3.4.100 (Transportation Design Standards) and Section 2.3.200 (Downtown Commercial) or Section 2.3.210 (Downtown Commercial Fringe). This section also supports implementation of the Transportation Planning Rule site design requirements under OAR 660-012-0045 by supporting attractive and comfortable streets for pedestrians.

A. Purpose. Section 2.3.220 promotes the historic nature of the Downtown Commercial and Downtown Commercial Fringe area and maintains public uses in these areas. Civic use is important to fostering community growth in downtown. The Overlay is intended to:

- Promote public uses in the Downtown Commercial and Downtown Commercial Fringe districts;
- Retain the historic character of downtown; and
- Require public, semi-public, and governmental buildings in downtown to adhere to the design standards of the Downtown Commercial and Downtown Commercial areas.

B. Applicability. Except for existing historic structures, all major remodels and new buildings in the commercial districts shall meet the standards of subsections 2.3.170.C-E. The following standards are applied through Site Design Review prior to building permit review. The applicant is required to demonstrate that the standards are met by complying with the criteria under each standard. Remodels of, or additions to, designated historic residential structures are subject to the requirements under Chapter 2.8. The provisions of Section 2.3.220 may be adjusted through the Design Performance Option in Section 4.2.510.

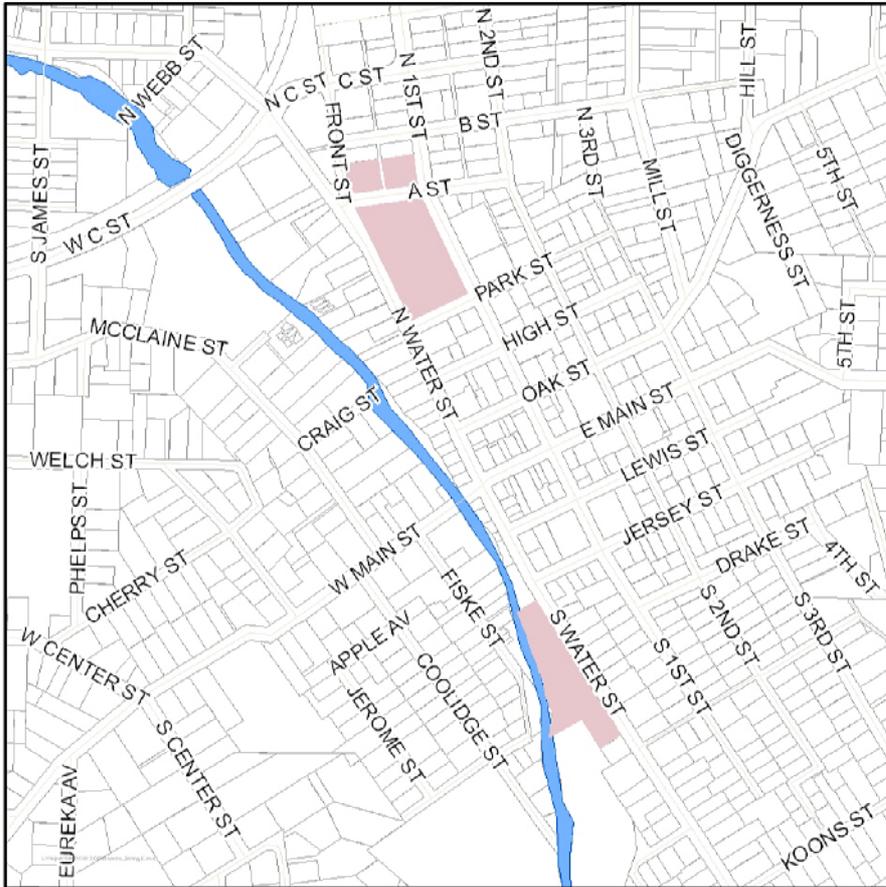
C. Area Defined

The Downtown Public, Semi-Public, and Governmental Use Overlay includes two sub-sections: a northern section in the Downtown Commercial Fringe area and a southern section in the Downtown Commercial area. See Figure 2.3.220.C.1.

The northern section in the Downtown Commercial Fringe district is bordered by Water Street, Park Street, First Street, and mid-block between B Street and A Street.

The southern section in the Downtown Commercial district is bordered by Silver Creek, Water Street and includes 410 S Water Street and 428 S Water Street.

Figure 2.3.220.C.1. - Downtown Public, Semi-Public, and Governmental Use Overlay



D. Permitted Uses.

Refer to Section 18.130.010 for a complete list of permitted uses in public, semi-public and governmental use districts.

E. Abandoning use- Transfer of ownership.

Whenever the existing use of any public use district, or a part of any such district, is abandoned or the property transferred to private ownership for different use, such abandoned or transferred area shall continue to adhere to the uses allowed and the design guidelines set forth in the commercial district in which it lies.

F. Changing use.

Whenever the existing use of any public use district, or a part of any such district is discontinued or proposed to be change, such area shall continue to adhere to the uses allowed and the design guidelines set forth in the commercial district in which it lies.

APPENDIX II

MEMORANDUM

DATE: April 17, 2007
TO: Joe Dills, OTAK
FROM: Christopher Maciejewski, PE and Brandy Sularz
SUBJECT: Silverton Downtown Development Plan-Technical Memo #1

The purpose of this memorandum is to identify and outline the future transportation needs and deficiencies in downtown Silverton, describe potential enhancements that could be implemented to address these needs/deficiencies and evaluate the opportunities and constraints associated with the implementation of the enhancements.

EXISTING CONDITONS

This section presents the existing condition of the transportation network in downtown Silverton. To understand existing travel patterns and conditions, multiple aspects of the City's transportation system were considered. An inventory was conducted in the fall of 2006 to establish base year conditions. The findings will provide basis for determining the existing transportation needs and developing future transportation projects within the study area.

The study area includes downtown Silverton, which is generally bound by McClain Street on the west, 3rd Street on the east, Lewis Street on the south and Hobart Road to the north. Thirteen intersections in downtown Silverton were selected for focused operational analysis. Data was gathered at these locations to evaluate traffic conditions including vehicle delays and levels of service. The following sections review the existing transportation systems including pedestrian, bicycle, transit, and motor vehicle and their performance in downtown Silverton.

PEDESTRIANS

Facilities

Creating a safe, convenient pedestrian system includes a variety of different components. Generally, interconnected sidewalk facilities on both sides of the street on all arterials and collectors is desirable, as well as safe convenient on or off street connections to all major pedestrian generators, such as schools, parks, and retail centers. Street lighting and pedestrian crossing facilities also make up the pedestrian environment.

The existing sidewalk inventory was obtained from existing data compiled by the City of Silverton combined with a limited field inventory. Sidewalks are generally present on both sides of the street in the central downtown area. The railroad and Silver Creek also present barriers to pedestrian connectivity from the areas north and west of downtown. Figure 1 shows the existing sidewalk inventory in downtown Silverton.

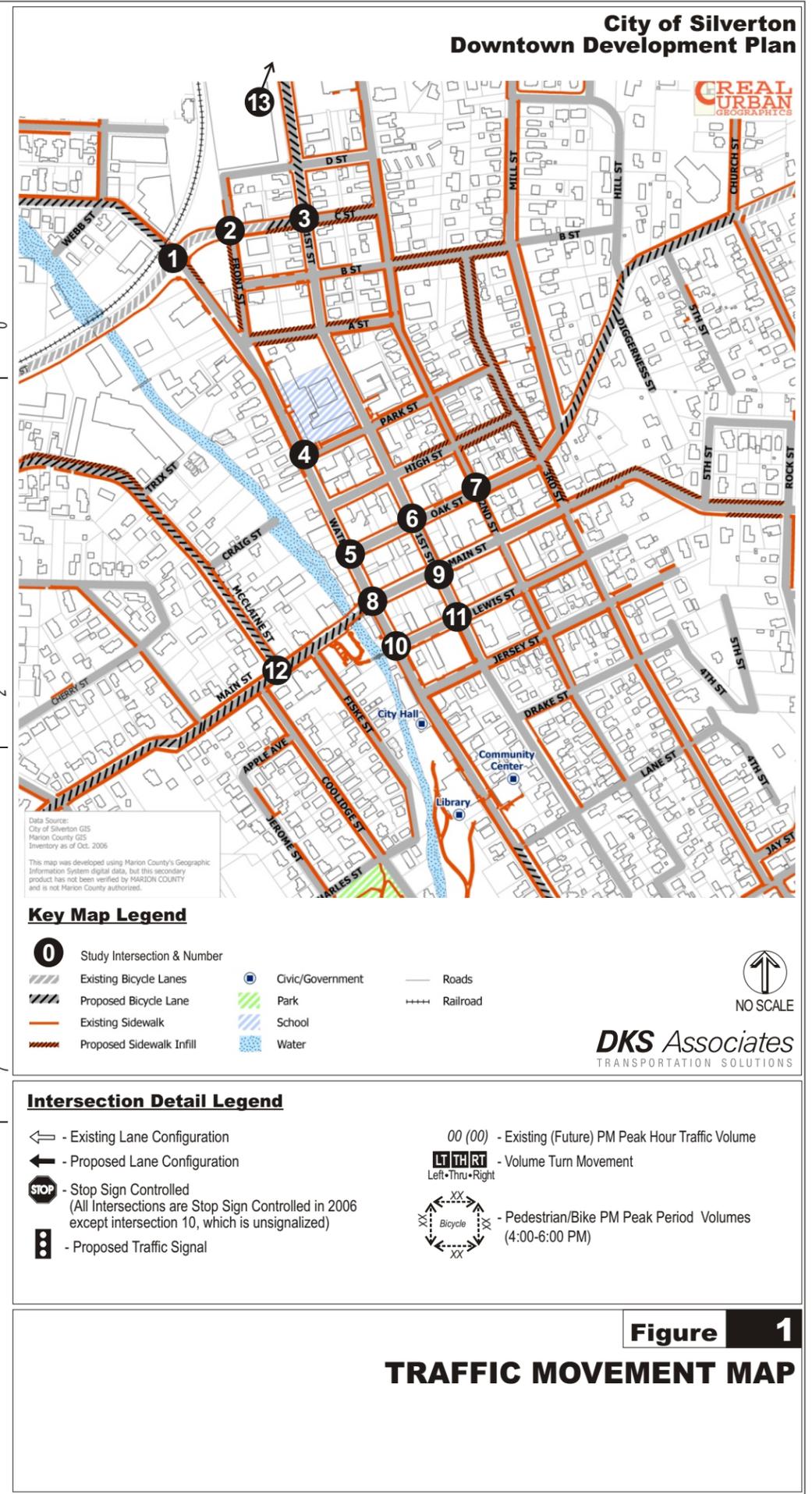
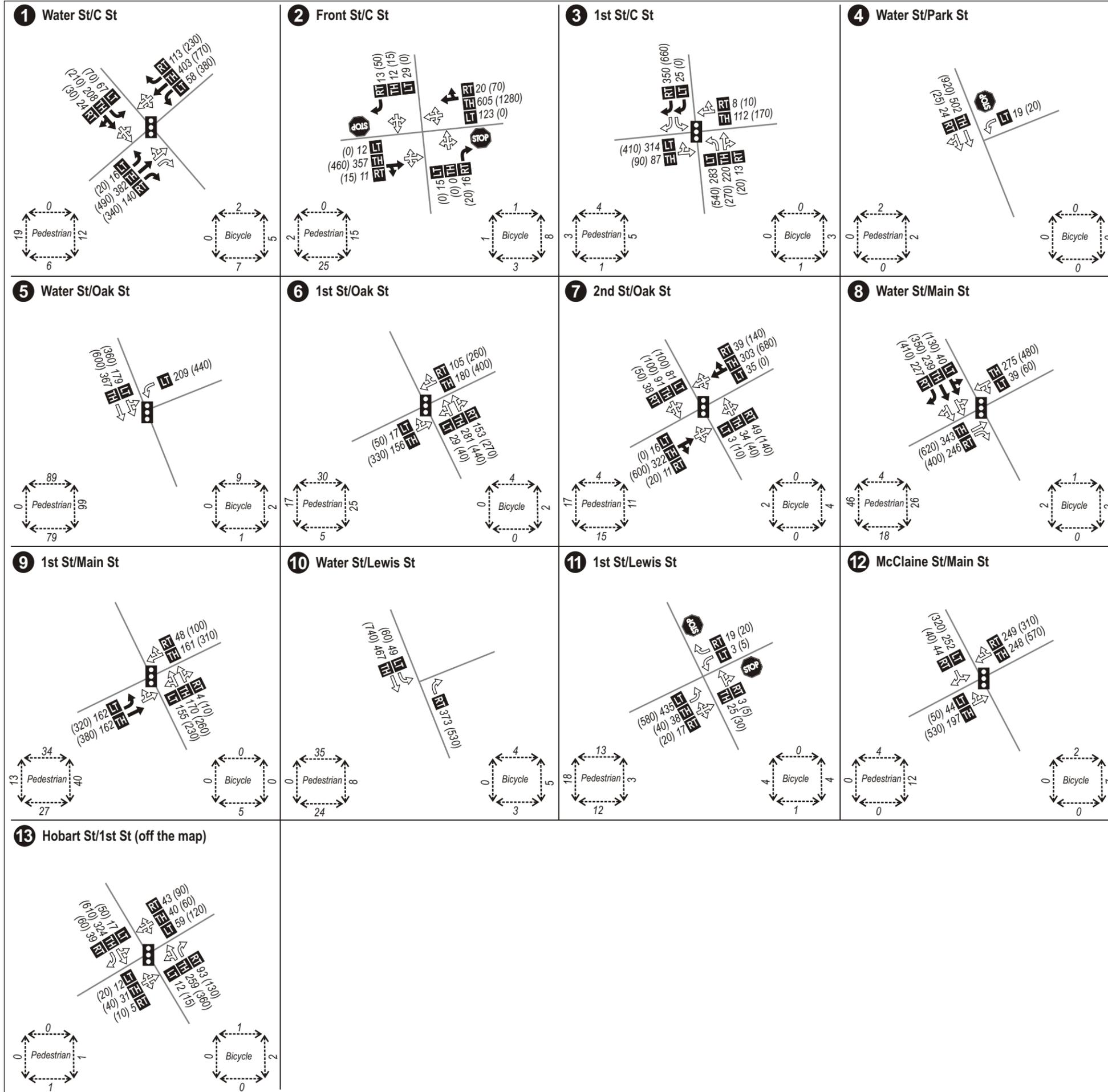


Figure 1
TRAFFIC MOVEMENT MAP

Activity Levels

Pedestrian counts were conducted during the PM peak hour at the study intersections. These counts represent a sample of the existing pedestrian activity based on one evening peak period. Pedestrian activity is influenced by factors such as time of year and weather conditions; variations would be expected with data collection over time based on these factors. Generally, the proximity to adjacent land uses (i.e. schools, parks, commercial developments) are the most significant predictors of pedestrians and thus represent key areas for sidewalk placement and connectivity.

Pedestrian crossing volumes at the study intersections were counted during the weekday vehicular PM peak hours and have been provided in Table 1. This table represents volumes collected during a peak period (4:00-6:00 p.m.) that cross all four (or three as applicable) legs of the intersection. Although, the vehicular peak period occurs from 4 to 5 PM, some areas, especially those near schools, see higher pedestrian volumes earlier in the day. Pedestrian crossing volumes are listed in Table 1 and also shown graphically on Figure 1.

Table 1: Pedestrian Crossing Volumes (Weekday PM Peak Hours 4:00-6:00)

Intersection	Pedestrian Crossing Volume
Oak Street (Hwy 213)/1 st St (Hwy 214)	77
Oak Street (Hwy 213)/2 nd Street	47
Oak Street(Hwy 213)/Water Street	267
1 st Street (Hwy 214)/C Street	13
1 st Street (Hwy 214)/Hobart Street	2
1 st Street (Hwy 214)/Main Street	114
1 st Street(Hwy 214)/Lewis Street	46
Water Street(Hwy 214)/Lewis Street	67
Water Street (Hwy 214)/Main Street	94
Water Street (Hwy 214)/Park Street	4
Water Street/C Street	37
Front Street/C Street	42
McClaine Street/Main Street	16

The highest pedestrian volumes were observed at Oak Street (Hwy 213) and Water Street, with 267 PM peak period crossings. Typically, most significant pedestrian movements occur near retail, recreational, and educational facilities. As the table indicates there are significant pedestrian volumes at many of the downtown intersections and near the elementary school on Water Street.

Existing Constraints

- *Lack of connectivity of sidewalk network to retail centers/schools/downtown-specifically residential developments to the east and west of downtown*
- *Lack of pedestrian crossing enhancements at uncontrolled or high volume locations*
- *Significant barriers to pedestrian connectivity (e.g. railroad and Silver Creek)*

BICYCLES

Facilities

The arterial and collector roadway system in downtown Silverton has intermittent bicycle facilities. Striped bike lanes are present along C Street and sections of Main Street outside of the downtown core. Generally, there are adequate connections from north of downtown to the west side of Silverton. Most arterial and collector streets downtown do not have striped bike lanes; bicycles traveling on these routes are required to share the road with motor vehicles. Figure 1 illustrates the existing bicycle facilities within the study area.

Activity Levels

Bicycle counts were conducted during the weekday evening peak period (4 to 6 PM) at the study intersections in Silverton and are listed in Table 2. Volumes were highest along C Street and near the elementary school on Water Street.

Table 2: Bicycle Crossing Volumes (Weekday PM Peak Hours 4:00-6:00)

<i>Intersection</i>	<i>East/West Bike Volume</i>	<i>North/South Bike Volume</i>
Oak Street (Hwy 213)/1 st St (Hwy 214)	4	2
Oak Street (Hwy 213)/2 nd Street	0	6
Oak Street(Hwy 213)/Water Street	10	2
1 st Street (Hwy 214)/C Street	0	3
1 st Street (Hwy 214)/Hobart Street	1	2
1 st Street(Hwy 214)/Main Street	5	0
1 st Street(Hwy 214)/Lewis Street	1	8
Water Street(Hwy 214)/1 st Street	2	1
Water Street (Hwy 214)/Main Street	0	0
Water Street (Hwy 214)/Park Street	0	0
Water Street/C Street	9	5
Front Street/C Street	4	9
McClaine Street/Main Street	2	7

Existing Constraints

- *Lack of downtown bicycle parking*
- *No signed/marked bikeways or bicycle routes*
- *Lack of a complete, connected bicycle feeder system into downtown*

TRANSIT

Facilities

The existing transit service within the City of Silverton is limited to one regional service provider and three demand-responsive dial-a-ride services.

Chemeketa Area Regional Transportation System (CARTS) provides a weekday fixed-route public transit service to Gates, Gervais, Aumsville, Silverton, Woodburn, Mt. Angel, Hubbard and Salem. CARTS operates two North County routes that provide a total of 6 stops per day in Silverton at Roth's Family Market and the Silver Falls Library. The hours of operation are 6:00 AM to 5:00 PM. This route connects to Cherriots, the primary public transportation service in Salem. In addition to the fixed-route service, CARTS provides Dial-a-Ride service throughout the rural areas of Marion County. Clients may call one day or two weeks ahead and schedule curb-to-curb transportation service.

The City of Silverton owns and operates the Silver Trolley, which provides limited general public transportation services. The trolley operates as a dial-a-ride service on weekdays between 8:30 AM and 3:30 PM. The fare is \$1.00.

Wheels Community Transportation provides service for elderly citizens in need of transportation for medical appointments, employment, education purposes and nutritional shopping. Non-emergency medical transportation to Portland and other nearby communities is provided on a space available basis. Reservations for the dial-a-ride service must be made in advance; service is provided on weekdays from 7:00 AM to 5:30 PM.

The Silverton Hospital also provides medical transportation transit services for seniors over the age of 55 and disabled citizens. Seniors Plus is a service that provides medical transportation to Silverton Hospital and Silverton Hospital medical staff offices between the hours of 8:30 AM and 4:30 PM.

Existing Constraints

- *Lack of regional connections to major employment areas (e.g. Salem)*
- *Lack of local service for citizens within the community that do not have automobile access, including senior citizens, disabled and youth*

MOTOR VEHICLES

The motor vehicle system within the downtown study area is composed of state highways (Highway 214 and Highway 213) and city streets. The Oregon Highway Plan¹ identifies Highway 213 and Highway 214 as District Highways. District highways often function as county and city arterials or collectors and provide connections between small urbanized areas, rural centers and urban hubs, while also serving local access and traffic. The management objective for District highways is to provide for safe and efficient, moderate to high-speed continuous-flow operation in rural areas and moderate to low-speed operation for traffic flow and pedestrian/bicycle movements in urban areas. The state highway operates as a one-way couplet between C Street and Lewis Street. Water Street (southbound) and 1st Street (northbound) are one-way facilities.

Currently, the speed limit through the downtown core is 25 mph. The speed limit increases on Highway 214 north of downtown to 45 mph through the intersection of Highway 214/Hobart Road. All of the intersections in the study area are either unsignalized (2-way stop) or all-way stop controlled. The all-way stop controlled intersections include:

- C Street/1st Street
- Main Street/1st Street
- Main Street/Water Street
- Oak Street/1st Street
- Oak Street/Water Street

On-Street Parking

On-street parking is concentrated in downtown Silverton. Most of the streets in the downtown network have parking on both sides of the street. Parking meters are located along segments of High Street, Oak Street, Main Street, Water Street, First Street and Lewis Street in the downtown core area. There are approximately 170 parking meters located downtown.

Traffic Operations

Definition of Traffic Levels of Service

Level of Service (LOS) is used as a measure of effectiveness for intersection operation. It is similar to a “report card” rating based upon average vehicle delay. Level of Service A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. Level of Service D and E are progressively worse peak hour operating conditions. Level of Service F represents conditions where demand has exceeded capacity. This condition is typically evident in long queues and delays.

The unsignalized intersection level of service calculation evaluates each movement separately to identify problems (typically left turns from side streets). The calculation is based on the average total delay per vehicle for stop-controlled movements (typically on the minor side street or left turn movements). Level of service (LOS) F indicates that there are insufficient gaps of suitable size to

¹ 1999 Oregon Highway Plan - Amendment, The Oregon Department of Transportation, July 2005.

allow minor street traffic to safely enter or cross the major street. This is generally evident by long delays and queuing on the minor street. Level of service F may also result in more aggressive driving, with side street vehicles accepting shorter gaps. It should be noted that the major street traffic moves without delay and the LOS F is for side-street or left turns, which may be only a small percentage of the total intersection volume. It is for these reasons that level of service results must be interpreted differently for signalized and unsignalized locations.

The volume to capacity ratio (v/c) is used as a measure of effectiveness for signalized and unsignalized intersection operation. The v/c calculated by dividing the volume entering the intersection by the total capacity (maximum volume the intersection could serve). The v/c describes the amount of intersection capacity that is utilized by the volume. A v/c of 1.0 suggests there is no available capacity at that intersection and not one more vehicle could be accommodated.

ODOT Standard — ODOT operating standards² for District Highways inside a UGB call for the maximum volume to capacity ratio for peak hour operating conditions to vary depending on speed, as shown in Table 3.

Marion County Standard— Marion County operating standards for unsignalized intersections is level of service E. For signalized intersections, the standard is level of service D with v/c ratio 0.85.

Table 3: ODOT Operating Standards

Posted Speed (MPH)	>=45	40	<=35
Volume to Capacity Ratio (v/c)	0.80	0.85	0.90

No standards for traffic operations are included in the City of Silverton TSP or Comprehensive Plan, although generally level of service D or better is used for both signalized and unsignalized intersections.

Existing Operating Conditions

The PM peak hour intersection counts were used to determine the existing level of service based on the 2000 Highway Capacity Manual methodology. Table 4 summarizes the existing weekday PM peak hour study intersection operation conditions.

Table 4: Existing Weekday Intersection Level of Service (PM Peak Hour)

Intersection	LOS	Delay (sec)	V/C	Jurisdiction	Standard
					Met
All-Way Stop Intersection					
Oak St(Hwy 213)/1 st Street (Hwy 214)	B	10.7	0.39	ODOT	Yes
1 st Street(Hwy214)/Main Street	B	11.3	0.47	ODOT	Yes
Water Street/Main Street	B	14.9	0.58	ODOT	Yes
Oak Street(Hwy 213)/Water Street	B	11.1	0.41	ODOT	Yes
McClaine Street/Main Street	C	17.5	0.77	Silverton	No
Unsignalized Intersection					
1 st Street(Hwy214)/C Street	A/D	26.9	SB	ODOT	Yes
1 st Street(Hwy214)/Hobart Street	A/C	16.4	WB	ODOT	Yes

²1999 Oregon Highway Plan - Amendment, The Oregon Department of Transportation, July 2005.

1 st Street(Hwy 214)/Lewis Street	A/C	24.5	NB	ODOT	Yes
Water Street(Hwy 214)/Lewis Street	A/A	9.2	SB	ODOT	Yes
Oak St(Hwy 213)/2 nd Street	A/D	29.6	SB	ODOT	Yes
Front Street/C Street	A/D	26.9	SB	Marion County	Yes
Water Street/Park Street	A/B	10.6	WB	ODOT	Yes
Water Street/C Street	A/F	>80	WB	Marion County	No

Notes: A/A=major street LOS/minor street LOS
 Signalized and all-way stop delay = average vehicle delay in seconds for entire intersection
 Unsignalized delay = highest minor street approach delay

The unsignalized intersections at Water Street/C Street and 1st Street (Hwy 214)/C Street do not meet ODOT's performance standard under existing conditions.

TRAFFIC SAFETY

Collision data was also obtained from the Oregon Department of Transportation for the period from 2003 through 2006 for each of the study area intersections in Silverton. Table 5 includes collision data for each of the study intersections that had incidents, classified by fatal, non-fatal, and property damage only incidents. The accident rate was also calculated to standardize the existing data. The equivalent accident rates per million entering vehicles (MEV) are shown in Table 5. A collision rate greater than 1.0 generally indicates a safety-related problem that should be evaluated further.

Table 5: Intersection Collision Classification

<i>Intersection</i>	<i>Fatal</i>	<i>Non-Fatal</i>	<i>Property Damage Only</i>	<i>Total</i>	<i>Accident Rate*</i>
Oak Street(Hwy 213)/1 st Street(Hwy 214)	0	2	3	5	0.53
Water Street(Hwy 214)/Main Street	0	2	2	4	0.27
Oak Street(Hwy 213)/2 nd Street	0	1	2	3	0.30
Front Street/C Street	0	0	1	1	0.08
Water Street/C Street	0	3	2	5	0.35

*Average annual accidents per million entering vehicles

Note: Based on ODOT collision data from 2003 through 2006.

Overall, the collision rates at the study area intersections were relatively low. The highest collision rate occurred at Oak Street (Hwy 213)/1st Street (Hwy 214). The intersection is an all-way stop.

Additionally, the intersection of Water Street/Main Street had two collisions involving bicycles/pedestrians that resulted in non-fatal injuries. One of these bicycle/pedestrian collisions occurred under dark conditions.

Existing Constraints

- *The intersection of Water Street/C Street fails to meet the Marion County operating standard.*
- *The intersection of Water Street/Main Street had two pedestrian or bicycle collisions in the last 3 years*

FUTURE CONDITIONS

The purpose of this section is to summarize the land use and travel demand portion of the future conditions analysis and introduce the projected motor vehicle needs and deficiencies. The following sections describe the forecasting process including key assumptions, forecasted land use growth and model application for the City of Silverton.

TRAVEL DEMAND AND LAND USE

The Silverton Transportation System Plan (TSP) Update addresses existing system needs and additional facilities that are required to serve future growth beyond the 2015 forecast year of the existing TSP. A travel demand model was developed and used to determine future traffic volumes in Silverton for the forecast year 2030. This model translates projected land use growth into motor vehicle trips and assigns them to the roadway network. The resulting traffic volume projects form the basis for identifying potential roadway deficiencies and for evaluating alternative circulation improvements. This section describes the forecasting process including key land use inputs.

Projected Land Use Growth

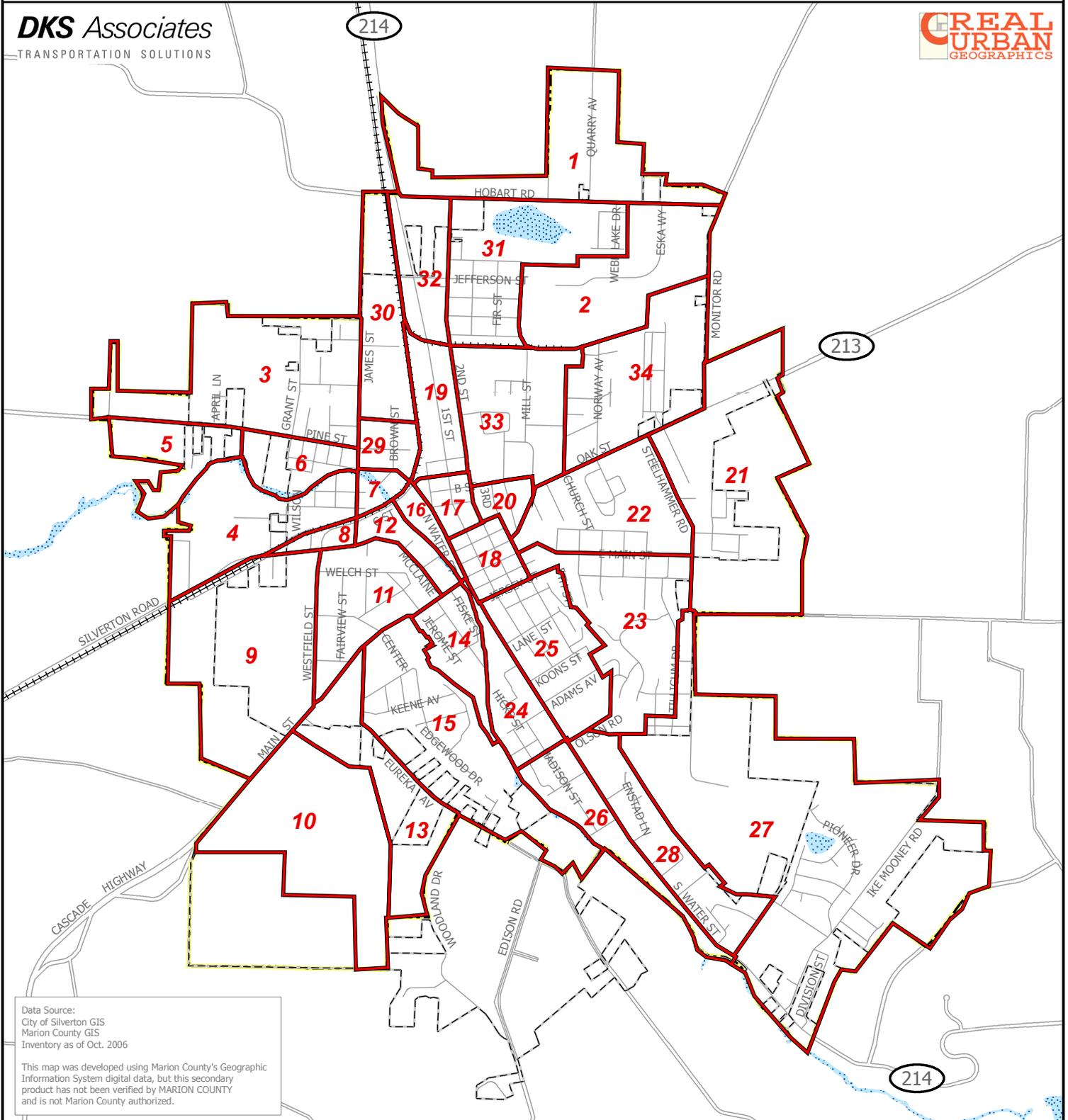
Land use is a key factor in developing a functional transportation system. The amount of land that is planned to be developed, the type of land uses and how the land uses are mixed together have a direct relationship to the expected demands on the transportation system. Understanding the amount and type of land use is critical to taking actions to maintain or enhance the operation of the transportation system. Projected land uses were developed within the City's Urban Growth Boundary for the future year (2030). The following sections summarize the forecasted growth that will influence travel within Silverton.

For transportation forecasting, the land use data is stratified into geographical areas called transportation analysis zones (TAZs), which represent the sources of vehicle trip generation. There are 34 TAZs within the City of Silverton that represent land use and access to the transportation system in Silverton. The TAZs are shown in Figure 2. Table 6 summarizes the growth in the three key land use types (households, retail employees and other employees) for the TAZs in Silverton. This growth in land use corresponds to a year 2030 population projection of approximately 14,000 residents.

City of Silverton Downtown Development Plan



DKS Associates
TRANSPORTATION SOLUTIONS



Data Source:
City of Silverton GIS
Marion County GIS
Inventory as of Oct. 2006

This map was developed using Marion County's Geographic Information System digital data, but this secondary product has not been verified by MARION COUNTY and is not Marion County authorized.

FIGURE 2

Transportation Analysis Zones



not to scale

Legend

Transportation Analysis Zones (TAZ)

Roads

Urban Growth Boundary

City Limit

Water

Railroad

Abandoned

Table 6: Silverton Land Use Summary

Land Use	2006-2030 Growth
Households	1,854
Retail Employees	296
Non-Retail Employees	1,287

As shown in Table 6, the future 2030 land use indicates significant growth in both housing and employment within Silverton. The most significant employment growth is located north and east of downtown. The most significant growth areas in housing are located to the east and to the south of downtown. The transportation system should be monitored to make sure that land uses in the plan are balanced with transportation system capacity.

Travel Demand Forecast

A determination of future traffic system needs in Silverton requires the ability to accurately forecast travel demand resulting from estimates of future population and employment for the City. The objective of the transportation planning process is to provide the information necessary for making decisions on when and where improvements should be made to the transportation system to meet travel demand.

For this Downtown Plan and the Silverton TSP Update, a model was developed following ODOT Procedures Manual Methodology³ to determine forecasts for the future year (2030). In order to accurately forecast 2030 traffic volumes, future travel demand projections are based on adding three distinct segments of demand growth to the existing traffic volumes:

- *Internal-Internal* trips: trips traveling within Silverton exclusively;
- *Internal-External and External-Internal* trips: trips with either an origin or destination in Silverton with the opposite trip end in a location outside the Silverton TSP update study area; and
- *External-External* trips: trips that do not have an origin or destination in Silverton (through traffic that does not stop in Silverton)

Internal trips are based on local trip generation which are trips resulting from the expected growth in employment and households in Silverton based on land use forecasts. External trips are based on forecasted growth at gateways to the City (e.g. Highway 214, Highway 213, and Silverton Road) External-external and internal-internal trips are calculated by distributing growth at gateways to the City (that is not a through trip) to origins or destinations within the City. By using this method, double counting of trips was avoided.

The combined local land use generated trips and external trip growth was then added to the existing 2006 Design Hour Volumes (DHV) to yield a future volume forecast. This future year 2030 volume forecast was analyzed to determine areas of performance deficiencies in the roadway network. The methodology for determining forecasted 2030 traffic volumes in Silverton is described in further

³ *Analysis Procedures Manual*, Oregon Dept. of Transportation: Transportation Development Division, April 2006, p. 4-21

detail in the following sections.

Local Trip Generation

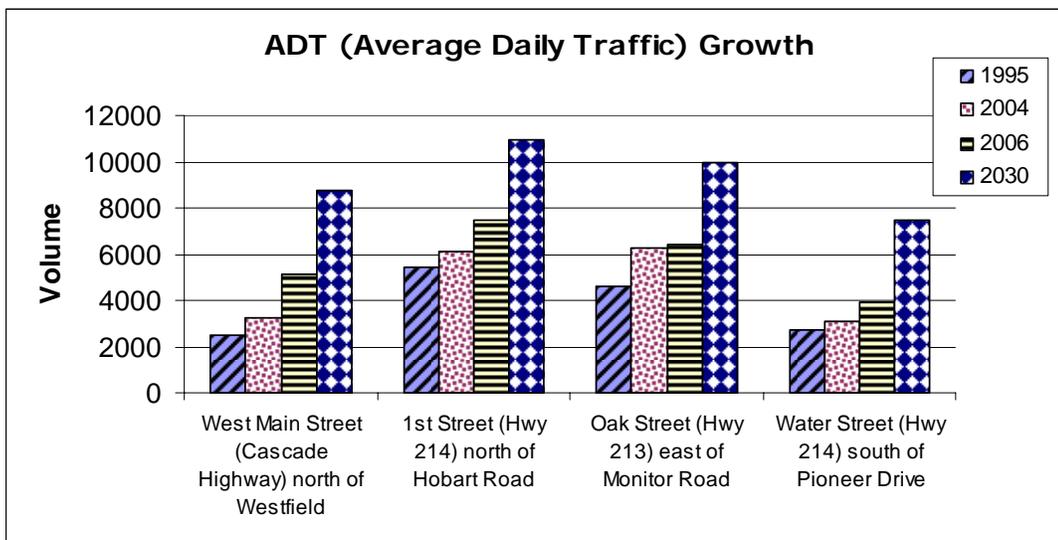
The trip generation process translates land use quantities (number of dwelling units, retail, and other employment) into vehicle trip ends (number of vehicles entering or leaving a TAZ) using trip generation rates established during the model verification process. The trip generation rates used for housing, retail employment and non-retail employment uses are based average trip rates for similar land use types in the Institute of Transportation Engineers (ITE) Trip Generation Manual⁴. Table 7 provides a listing of the weekday PM peak hour trip rates used in this analysis.

Table 7: Model Average Trip Rates (PM Peak Hour)

Land Use	In	Out	Total
Households	0.63	0.37	1.0
Retail Employees	3.0	3.0	6.0
Non-Retail Employees	0.15	0.35	0.5

External Trip Growth

In addition to growth resulting from forecasted land use changes within the City of Silverton, growth of external traffic must also be accounted for. Six significant gateways to the community were identified as locations where the external growth was most likely to occur, including: Silverton Road, Highway 214, Highway 213, Pine Street and West Main Street (Cascade Highway). External growth along these six primary roadways was estimated based on historical growth data from Marion County, the inputs to the Salem-Keizer Area Transportation Study (SKATS) travel demand model, ODOT's future growth tables, and projected population within the City. The projected future year (2030) traffic volumes at four of the six external gateways are shown in the figure below.



⁴ Trip Generation Manual, 7th Edition, Institute of Transportation Engineers, 2003.

To separate external-external traffic growth from traffic using external gateways with either a trip origin or destination in Silverton (internal-external and external-internal trips, respectively) the existing travel pattern probability of being an external-external trip was applied. Using this methodology, the external-external trip probability was estimated for travel to and from each end of the external gateways and applied to the forecasted trip growth at each location to yield the expected 2030 external-external trip growth. The remainder of growth at each gateway (total growth minus through trip growth) is the resulting forecast for external-internal and internal-external trips. The growth forecasted for external gateways was separated by type in Table 8.

Table 8: External Growth Forecast by Trip Type

Location	Existing 2-Way Volume	2006 External-External Trips	2006 External-Internal / Internal-External Trips	2006-2030 Projected Growth	Growth Distribution	
					2030 External-External Trip Growth	2030 External-Internal / Internal-External Trip Growth
Highway 214 (North of Hobart Rd)	694	299	395	422	181	241
Highway 213	589	227	131	358	138	220
South Water Street	311	238	73	189	145	44
West Main Street	461	217	244	477	225	252
Silverton Road	1047	436	611	637	265	372
Pine Street-Hazelgreen	415	186	229	253	113	140

Internal Trip Growth

In addition to external growth, internal growth is applied to the study area to determine the estimated future trips. The trip generation for each TAZ was estimated, as described previously. The future developments in Silverton generated a total of 4,292 internal PM peak hour trips. The internal trip growth is determined by subtracting the internal-external trips and external-internal trips (as shown in Table 3) from the total internal trip generation.

Trip Distribution

Trip distribution estimates how many trips travel from one zone in the model to any other zone. Distribution was based on weighting the attractiveness of each zone by the number of trip ends generated. The relative attractiveness is applied to new trips in the study area while existing trips are assumed to maintain their current travel patterns.

Traffic Assignment

In this process, trips from one zone to another are assigned to specific travel routes in the network, and resulting trip volumes are accumulated on links of the network until all trips are assigned. The Traffix software package was used to model the transportation network and to assign the additional growth volume to the existing roadway and intersection volumes. In this assignment process, manual adjustments to trip patterns can be made if new roadways are anticipated to divert trips or if short-cut routes are expected to become more attractive as major roadways become congested.

FUTURE NEEDS/OPPORTUNITIES

This section of the memorandum provides future year (2030) baseline transportation needs to identify issues and begins the process of developing opportunities to address these future needs. The future needs in downtown Silverton are a function of the future land use and future travel demand. The future needs have been identified by mode of travel and include sections for the following modes: motor vehicle, pedestrian, bicycle and transit.

Pedestrian

PERFORMANCE MEASURES

The existing and future pedestrian network was evaluated based on established performance standards derived from local and regional policies, as well as existing standards of professional transportation planning practice. These standards represent some thresholds for determining acceptable versus unacceptable conditions in the pedestrian network. The three primary categories of evaluation include: system connectivity, pedestrian crossings, and the general condition of pedestrian facilities. System connectivity standards indicate the continuity and proximity of the sidewalk/trail system should be ¼ mile from schools, parks, retail and other major pedestrian generators. This includes the need for safe, well-lit arterials and collector streets with suitable pedestrian amenities for on-street and crossing facilities to reduce the barriers for pedestrian travel.

Pedestrian crossings at unsignalized intersections can affect the safety of pedestrians and can influence the motor vehicle/pedestrian interaction. Lane geometry and daily traffic volumes are measures that can be evaluated to determine if crossing enhancements (such as striped crosswalks) should be considered. Supplemental measures, such as street lighting and presence of sidewalks may be used for the evaluation of additional pedestrian safety issues.

FORECASTED CONDITIONS AND NEEDS

To meet transportation performance standards and serve future growth, the future transportation system needs multi-modal improvements to manage the forecasted travel demand in downtown Silverton. Pedestrian travel in and around the study area needs to provide a safe, efficient and interconnected system that can afford users the ability to consider walking as a viable mode of travel for trips that are one mile in length or less. The following needs have been identified for pedestrian access and circulation along (and connecting to) downtown Silverton:

Gaps in the Pedestrian Network- The existing sidewalk network through downtown is generally connected; however, there are areas that are missing sidewalks on one or both sides of the street. The primary areas for sidewalk infill include portions of C Street, A Street, 3rd Street and N Water Street. All of the pedestrian network gaps are shown in Figure 1.

Pedestrian Crossing Enhancements- Under future year conditions, many of the downtown intersections will remain unsignalized. Motor-vehicle volume and lane configurations at unsignalized intersections were examined and compared to the criteria⁵ for considering marked crosswalks and other pedestrian enhancements. Generally, facilities with daily traffic volumes

⁵ *Traffic Control Devices Handbook*, Institute of Transportation Engineers, 2001; Chapter 13, Table 13-2.

between 12,000 and 15,000 were used as the threshold for determining where enhanced crossings should be considered at uncontrolled intersections. Based on this criteria, recommended enhanced unsignalized crossing locations include all unsignalized crossings of Water Street and 1st Street between Oak Street and C Street, Lewis Street/1st Street, and Lewis Street/Water Street. Crossing enhancements that should be considered at these locations include the following measures to help define the crossing area and improve driver yielding behavior:

- Delineation of the crossing area – this could be accomplished with striping, pavement texturing, or brick inlay (to be consistent with the design aesthetics of the recent Silverton Inn improvements).
- Curb extensions.
- Pedestrian crossing signing at mid-block crossing locations.
- Enhanced lighting at crossing locations.

The unsignalized intersections on Lewis Street present potential safety issues that are attributed to the uncontrolled turning movements. As planned development continues and pedestrian volumes increase, pedestrian signals may be required to provide safe crossing opportunities at these two intersections. In the interim at Lewis Street/1st Street, the west leg pedestrian crossing may be closed. Currently, the volume is minimal on this intersection leg. An interim solution at Lewis Street/Water Street includes the construction of an island median to provide a safe refuge and reduce the pedestrian crossing distance on each leg of the intersection. Pedestrian crossing enhancement areas are shown in Figure 3.

Future Opportunities

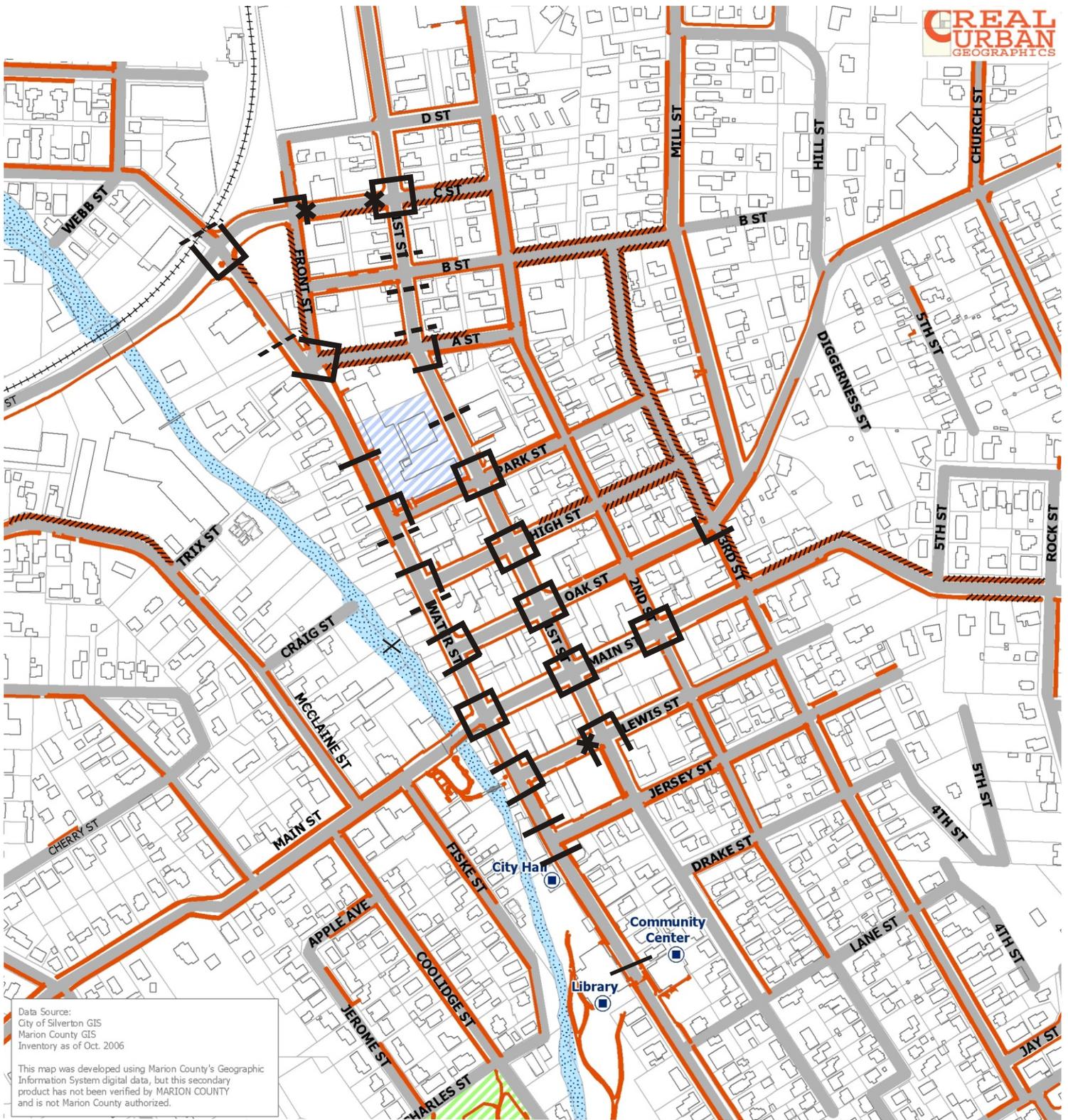
- *Enhance pedestrian crossings can be constructed to improve safety and promote a sense of a pedestrian friendly community.*
- *Sidewalk in-fill can complete a downtown grid network.*

Bicycle

PERFORMANCE MEASURES

The existing and future bicycle network was evaluated based on established performance standards derived from local and regional policies, as well as existing standards of professional transportation planning practice. These standards identify thresholds for determining acceptable versus unacceptable conditions in the bicycle network. The primary evaluation categories include: system connectivity, continuity, and safety. System connectivity standards indicate the continuity and proximity of bicycle facilities should be within one mile from schools, parks, retail and other major non-auto trip generators.

Continuity in the bicycle network is based on the number and location of bicycle facilities throughout the study area. General standards call for the installation of bicycle lanes along arterials and collector roadways.



Data Source:
City of Silverton GIS
Marion County GIS
Inventory as of Oct. 2006

This map was developed using Marion County's Geographic Information System digital data, but this secondary product has not been verified by MARION COUNTY and is not Marion County authorized.

Legend

	Existing Sidewalk		Roads
	Proposed Sidewalk Infill		Railroad
	Civic/Government		Existing Striped Crosswalk
	Park		Potential Striped Crosswalk
	School		Potential Striping Removals
	Water		

Figure 3

**Striped Crossing Plan
State Highway System**

NO SCALE

FORECASTED CONDITIONS AND NEEDS

Bicycle goals and policies for the area aim to provide safe, continuous, and accessible facilities. Striped bike lanes are present on a few roadways west and east of downtown in Silverton but have limited connectivity from the north and south.

Bicycle trips are longer than walking trips and generally shorter than motor vehicle trips. Where walking trips are attractive at lengths of a quarter mile to up to about a mile, bicycle trips are usually most comfortable up to three miles, with many being longer. System continuity and connectivity, and safety are key issues for bicyclists. The lack of safe facilities and gaps in the system cause the most significant problems for bicyclists traveling to and from downtown Silverton. The following needs have been identified for bicycle access and circulation along (and connecting too) downtown Silverton:

Local/Regional Connectivity- The existing bicycle network includes a combination of striped bicycle lanes and shared facilities. There is limited signage and designation of through bicycle routes serving the gateways into downtown. Several key locations were identified for future bicycle lanes on facilities leading into downtown Silverton including:

- Water Street
- C Street
- 1st Street
- Main Street
- Oak Street
- McClaine Street

All of the bicycle lane facility needs are illustrated on Figure 1. Due to limited right-of-way availability through the downtown core, bicycle lanes are not feasible. All of the local and regional bicycle lane connections will transition to shared facilities through downtown. The designation of through bicycle routes will also include additional signage on all of the facilities.

Bicycle Parking- The existing bicycle parking is limited in downtown Silverton. To facilitate bicycle trips, bicycle parking should be provided with short-term and long-term spaces. Short-term spaces should be located within 50 feet of entrances of buildings, with care taken to not conflict with pedestrian access or circulation. Long-term parking should be provided with bicycle lockers or dedicated parking rooms or cages with signage from the street directing cyclists where to access these facilities. To the extent possible, bike parking should be visible, inviting and integrated with building, street front and landscape design.

Future Opportunities

- *The downtown core street environment could allow shared roadway/bicycle facilities.*
- *Major roadways leading into downtown can be improved to provide separate bicycle facilities.*
- *Redevelopment of downtown can include the provision for bicycle parking areas.*

Transit

PERFORMANCE MEASURES

The existing and future transit network was evaluated based on established performance standards derived from local and regional policies, as well as existing standards of professional transportation planning practice. Performance measures provide thresholds for determining acceptable versus unacceptable conditions for the transit service and facilities and are categorized into the following areas: coverage, service, ridership and facilities. Coverage refers to the area served by transit. Service refers to headways (frequency of bus service), and it also refers to the area covered by transit services. Ridership refers to the number of riders using transit. Facilities refer to the type of user-friendly transit services such as benches, shelters, parking, etc.

FORECASTED CONDITIONS AND NEEDS

The projected size of Silverton in the future year (2030) limits the probability of a fixed route transit system. Typically, a population of 25,000 is considered reasonable to conduct a transit feasibility study. Although local fixed-route transit is not a likely option for Silverton, other improvements to the existing transit system were identified for transit service and access in downtown Silverton including:

Local/Regional Connectivity- As Silverton population grows, it is likely that the number of people working in Salem will also continue to grow and the community will continue to expand as a bedroom community. Based on these characteristics the need for efficient, commuter service to Salem will expand. Adjustments to the future regional and local system could include the introduction of a commuter connection to Salem. Coordination will be required with the transit service provider in Salem (Cherriots) to provide this regional connection.

Bus Stops-The existing regional transit service route provided by Chemeketa Area Regional Transportation System (CARTS) does not have a bus stop downtown. Minor adjustments to the route could facilitate a new bus stop to serve the downtown central core.

Enhancements to Dial-a-Ride Services- The dial-a-ride service is a primary component of the transit service in Silverton. Future improvements that would enhance the service include ease of scheduling and expanded service hours.

Future Opportunities

- *Coordination with Cherriots to provide a commuter connection route could utilize a downtown stop and serve future growth.*
- *The existing dial-a-ride service could be enhanced with scheduling and service hour improvements.*

Motor Vehicles

As outlined in the previous section, traffic volumes were forecasted for the 2030 roadway system in downtown Silverton. The analysis for the forecasted 2030 growth was a no-build scenario including only transportation system improvements in Silverton that are expected to be constructed with the current funding levels. Planned transportation improvements from Silverton's current Capital Improvement Plan that would improve connectivity or add system capacity were assumed to be in place by the forecast year of 2030 and were included in the analysis model. Key improvements affecting future traffic assignment and operations included:

Intersection Improvements

- C Street and Water Street (add traffic signal and turn lanes or roundabout)
- C Street and First Street (add traffic signal and right turn lanes)
- Main Street and Water Street (add traffic signal)
- Main Street and First Street (add traffic signal)
- Oak Street (Highway 213) and First Street (add traffic signal)
- C Street and Front Street (restricted to right in/out movements based on the latest design for C Street/Water Street and C Street/1st Street improvements)

New Roadways

- East Side Collector (Monitor Road extension to South Water Street)
- West Side Collector and Bridge (Pine Street to Silverton Road)

The new collector roadways were considered when assigning future trips in the transportation model. Generally, the west-side collector relieved trips on the C Street/James Street corridor and the east-side collector relieved trips through downtown that have origins/destinations on the east and south sides of the City.

Assuming these improvements were in place, the forecasted 2030 design hour traffic volumes were applied to study area intersections and reanalyzed, using the same methodology outlined in the existing conditions section to assess future operations. Table 9 displays the results of the future year analysis.

Table 9: 2030 Intersection Operations (PM Peak Hour)

<i>Intersection</i>	<i>Jurisdiction</i>	<i>2006 Existing</i>		<i>2030 No-Build</i>	
		<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
Oak Street(Hwy 213)/Water Street	ODOT	B	0.41	E	>1.0
McClaine Street/Main Street	Silverton	C	0.77	F	>1.0
Oak St(Hwy 213)/1 st Street (Hwy 214)	ODOT	B	0.39	B	0.70
1st Street(Hwy214)/Main Street	ODOT	B	0.47	F	>1.0
Water Street/Main Street	ODOT	B	0.58	C	0.77
1 st Street(Hwy214)/C Street	ODOT	A/D	0.85	D	0.85
Water Street/C Street	Marion County	A/F	0.78	C	0.70
Water Street/Lewis Street	ODOT	A/A	0.06	A	0.10
1st Street(Hwy 214)/Lewis Street	ODOT	A/D	0.27	A/F	0.38
1st Street(Hwy214)/Hobart Street	ODOT	A/C	0.18	A/F	0.92
Oak St(Hwy 213)/2nd Street	ODOT	A/D	0.33	A/F	>1.0

Front Street/C Street	ODOT	A/D	0.29	A/F	0.65
Water Street/Park Street	ODOT	A/B	0.04	A/B	0.10

Note: Bold type indicates failure to meet adopted mobility standard.

The performance standards used to evaluate the existing conditions were also applied to the future No-Build scenario. As shown in Table 9, several of the study area intersections fall below the operational standards for the future year (2030). These intersections are located on the major roadways through the City that experience the most significant growth in traffic. While several intersections appear to need capacity enhancements, there are no major roadways that appear to need widening for additional through lanes in 2030.

The planned improvements included the installation of three traffic signals in the downtown core for the 2030 No-Build Scenario. Based on the characteristics of the downtown grid, a fourth signal was added at Oak Street (Hwy 213)/Water Street to complete the signal network and allow the signals to operate in a coordinated system to reduce queuing impacts.

Mitigation Measures

As illustrated in Table 9, seven intersections fail to meet the corresponding performance standards for the future (2030) No-Build scenario. Currently, six of the intersections are unsignalized and fall under ODOT's jurisdiction. One intersection operates as an all-way stop and is under the City of Silverton's jurisdiction.

Although the planned improvements included traffic signals at several locations, optional mitigations were examined at the remaining deficient intersections. Under existing conditions, all of the intersections are unsignalized; all-way stop controls and/or turn lanes were analyzed as potential intersection improvements for 2030 future conditions. Preliminary all-way stop control warrants were conducted for the deficient intersections. Under 2030 future conditions, the intersection at 1st Street (Hwy 214)/Main Street, can be mitigated with the implementation of all-way stop control and the construction of an eastbound left turn lane. The remaining deficient intersections can not be mitigated to meet performance standards with all-way stop control and/or the construction or reasonable turn lanes. The results of the operational analysis are summarized in Table 10.

Table 10: 2030 Intersection Operations (PM Peak Hour)

<i>Intersection</i>	<i>2030 No-Build</i>		<i>2030 No-Build with All-way Stop</i>		<i>2030 No-Build with All-way Stop and Turn Lanes</i>	
	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
Oak Street(Hwy 213)/Water Street	E	>1.0	D	0.87	-	-
McClaine Street/Main Street	F	>1.0	-	-	F	>1.0
1 st Street(Hwy214)/Main Street	F	>1.0	F	>1.0	C	0.77
1 st Street(Hwy 214)/Lewis Street	A/F	0.38	-	-	-	-
1 st Street(Hwy214)/Hobart Street	A/F	0.92	F	>1.0	F	>1.0
Oak St(Hwy 213)/2 nd Street	A/F	>1.0	F	>1.0	F	>1.0
Front Street/C Street	A/F	0.65	-	-	-	-

Silverton's historic district status poses additional constraints on the available mitigation alternatives that are feasible in the downtown core. Due to the available right-of-way in the downtown area (fixed building fronts and curb lines), the construction of turn lanes has significant impacts for on-street parking or right of way. Although some of the failing intersections may be mitigated in terms of isolated capacity with the implementation of all-way stop control and turn lanes, the downtown grid network plays a significant role in the total delay for vehicles traveling through downtown. Queuing impacts and the interaction between intersections influence the overall functionality of the downtown transportation network. The next section describes the system level micro-simulation analysis that was used to identify the optimal locations for traffic signal and turn lane improvements.

Preliminary traffic signal warrants⁶ were evaluated at the unsignalized study intersections under 2030 No-Build conditions. The Peak Hour Warrant analysis was based on PM peak hour traffic volumes.

The following mitigation measures are required to meet the City and State mobility standards:

- Install traffic signal at Oak Street (Hwy 213)/Water Street
- Install traffic signal at McClaine Street/Main Street
- Install traffic signal at 1st Street (Hwy 214)/Hobart Street
- Install traffic signal at Oak Street (Highway 213)/2nd Street
- Close the south leg of 1st Street (Hwy 214)/Lewis Street

Micro-simulation

The isolated intersection analysis summarized in Table 9 does not reflect the downtown street network system level operation. The proposed traffic signals were modeled and simulated using Sim Traffic to reflect the interaction that occurs between closely spaced intersections. The micro simulation models the operations and queuing characteristics based on volume and geometry inputs and provides system-wide performance measures that evaluate the operations based on vehicle delay. Two different simulation scenarios were conducted. The first scenario modeled the existing roadway intersections with five traffic signals in place (four from the planned improvements and one additional signal due to a future deficiency at Oak Street (Hwy 213)/2nd Street). Due to the grid network and close intersection spacing, the queuing overflow affected the intersection operations and contributed to excessive vehicle delay. The total vehicle delay for the system was approximately 8 minutes.

The second simulation included modifications to the existing network (e.g. turn lanes and turn restrictions) to accommodate heavy turning movements. The addition of turn lanes (southbound right turn lane and eastbound right turn lane) at Main Street/Water Street and Main Street/1st Street (eastbound left turn lane) and the left turn restrictions at Oak Street/2nd Street significantly reduced the total network delay to one minute.

Recommended Mitigation Measures

The following list includes the recommended mitigation measures required based on the identified future deficiencies and the requirements that allow the downtown traffic signal network to function adequately. The mitigation measures include:

⁶ Preliminary Signal Warrants, MUTCD Warrant 3 (Peak Hour Vehicular Volume).

- Install traffic signal at McClaine Street/Main Street
- Install traffic signal at 1st Street (Hwy 214)/Hobart Street
- Install traffic signal at Oak Street (Highway 213)/2nd Street
- Close the south leg of 1st Street (Hwy 214)/Lewis Street
- Construct eastbound right turn lane at Main Street/Water Street
- Construct southbound right turn lane at Main Street/Water Street
- Construct eastbound left turn lane at Main Street/1st Street

Figure 1 illustrates the recommended mitigation measures. Table 11 shows the mitigated intersection operations.

Table 11: Mitigated 2030 Intersection Operations (PM Peak Hour)

<i>Intersection</i>	<i>Jurisdiction</i>	<i>2030 No-Build</i>		<i>2030 Mitigated</i>	
		<i>LOS</i>	<i>V/C</i>	<i>LOS</i>	<i>V/C</i>
Oak Street(Hwy 213)/Water Street	ODOT	E	>1.0	B	0.67
McClaine Street/Main Street	Silverton	F	>1.0	C	0.88
Oak St(Hwy 213)/1 st Street (Hwy 214)	ODOT	B	0.70	B	0.70
1 st Street(Hwy214)/Main Street	ODOT	F	>1.0	B	0.67
Water Street/Main Street	ODOT	C	0.77	B	0.68
1 st Street(Hwy214)/C Street	ODOT	D	0.85	N/A	N/A
Water Street/C Street	Marion County	C	0.70	N/A	N/A
Water Street/Lewis Street	ODOT	A/A	0.10	N/A	N/A
1 st Street(Hwy 214)/Lewis Street	ODOT	A/F	0.38	N/A	N/A
1 st Street(Hwy214)/Hobart Street	ODOT	A/F	0.92	B	0.69
Oak St(Hwy 213)/2 nd Street	ODOT	A/F	>1.0	C	0.78
Front Street/C Street	ODOT	A/F	0.65	N/A	N/A
Water Street/Park Street	ODOT	A/B	0.10	N/A	N/A

Parking Impacts

The mitigations require the loss of on-street parking along Water Street and Main Street. The construction of the turn lanes will eliminate approximately 4 to 5 spaces on Water Street and 12 to 14 spaces on Main Street.

Access Management

The implementation of roadway improvement projects and sidewalk infill projects could potentially impact private access points to the public street system, as many existing access locations do not meet City or ODOT access spacing standards and could be consolidated or relocated through project construction. During the development of improvement projects to implement this downtown plan, the following guidelines should be utilized by the City and/or ODOT to work closely with potentially impacted property owners:

- Involve citizens throughout the project development process (property owners and the public if needed).
- Notify property owners of potential access impacts early in project development.
- Meet with property owners and/or the public as needed to gather their input on the access alternatives.

- If needed, utilize elected bodies (i.e. City Council) to assist in choosing an access alternative.
- Continue to coordinate with property owners as projects are finalized and constructed.

Roadway Design Enhancements

The City of Silverton is eligible for a Special Transportation Area (STA) designation. This highway designation is applied to a highway segment when an existing downtown business district straddles the state highway in an urban center. The objective of this designation is to provide access to community activities, businesses and residences and to accommodate pedestrian, bicycle and transit movement along and across the highway in a downtown/business district area. The City of Silverton is a good candidate for this design consideration.

The STA designation would provide several benefits and enhancements to the existing roadway design standards including design flexibility of ODOT's mobility standards. Additional benefits include curb extensions, on-street parking, sidewalk widths and more narrow travel lanes. The improvements are geared towards enhancing the functionality of the state highway segment and providing a safe balance between mobility and access for all modes of travel.

Future Opportunities

- *A downtown grid signal system can be used to provide future capacity, maintain adequate traffic flows, and provide controlled pedestrian crossings.*
- *Intersection improvements (signals and/or turn lanes) can be installed without significant right-of-way impacts to meet future needs.*
- *An STA designation for downtown could provide flexibility for mobility standards and roadway design features.*

APPENDIX III

M e m o r a n d u m



17355 SW Boones Ferry Road
Lake Oswego, OR 97035-5217
Phone (503) 635-3618
Fax (503) 635-5395

To: Downtown Silverton Task Force
From: Joe Dills , Crista Gardner
Copies: Linda Sarnoff, Chris Maciejewski
Date: February 15, 2006
Subject: Silverton Land Use Opportunities & Constraints
Project #: 13765

INTRODUCTION

This memorandum is an inventory and assessment of land use opportunities and constraints for the Silverton Downtown Plan, with land use information also provided for the Hobart Road area. The following elements are included:

- **Downtown Area Inventory**- an inventory of existing land use patterns, zoning, and building types.
- **Re-developable Assessment** – an analysis of the potential for re-development in the downtown.
- **Current Design Standards** - a review of City's current design standards and photographs and depictions of the type of development occurring as a result of these standards.
- **Public Comments** - a list of development opportunities and constraints based on public comments.
- **Visual Analysis**
- **Next Steps**
- **Appendix**
 - Appendix I: Redevelopment analysis methodology
 - Figure 1: Existing Zoning
 - Figure 2: Redevelopment Analysis
 - Appendix II: Visual Analysis
 - Appendix III: Existing Silverton Design Standards, Chapter 18.200, Site Design and Use Standards

This inventory of land use opportunities and constraints sets the stage for the preparation of design recommendations (standards, code language, and comprehensive plan policies). This work also provides information for the on-going integration of land use, design and transportation analysis that is central in the downtown planning process.

DOWNTOWN AREA INVENTORY

Silverton's downtown is mainly zoned commercial, bordered by public, single-family, and multi-family residential zoning. Please see the attached map in the Appendix for zoning and boundary definitions.

Zoning for the downtown, (Appendix Figure 1: Existing Zoning), is covered under the following chapters in the zoning code:

- Commercial Uses (18.90)
- C1 Residential Commercial (18.95)
- C2 Retail Business District (18.100)
- C3 Commercial Business District (18.105)
- Multi Family Low Density (18.70)
- Single Family Residential (18.65)
- Public (18.130 & 18.135)

Downtown Silverton hosts a variety of building styles, eras, and types. Building types in downtown include historic storefront and residential from 1890 to 1940, civic, and modern commercial. The downtown historic district includes historic storefront and some historic residences with commercial uses. East of the historic downtown core lies historic residences with office and residential uses. South of the downtown core on Water Street are primarily civic buildings, including City Hall, the community center, and the library. A church, a few residential houses, and modern commercial buildings lie North of the downtown core. Buildings such as the new Wolfe Building and the Silverton Inn and Suites have been remodeled with regard to the historic nature of downtown. The character of the buildings changes North of C Street to larger tax lots and modern commercial buildings.

In downtown Silverton, the vast majority of properties are zoned commercial business (C3). North of Park Street along Water Street other properties are zoned residential commercial (C1). Some residential business (C2) zoned properties lie within the downtown zoning boundaries, but outside of the project area, North of A Street along 1st Avenue. The downtown project area also contains single family and multi-family low density zoning designations.

Table 1: Acres of Zoning in Downtown Silverton

Zoning	Number	Area (Sq. Ft.)	Acres
Commercial Business	186	1,489,470	34.19
Single Family	18	192,675	4.42
Residential Commercial	17	188,208	4.32
Multi-Family Low Density	10	51,280	1.18

REDEVELOPABLE LAND

To analyze the re-development possibility of tax lots in the area, we evaluated the ratio of land value to improvement or building value. This method provides a generalized index to re-development potential – it is not intended as a definitive feasibility measure for individual properties. Please see Appendix for a description of the redevelopment methodology.

The most recently re-developed properties in downtown include the Silverton Inn and Suites, the Silver Falls Bank, and the Wolfe Building. The average ratio of these properties, post re-development, in downtown Silverton was 1:3.88. The ratio of each re-developed property:

- Motel to Silverton Inn and Suites: 1:3.7

- Drug Store to Silver Falls Bank: 1:5.0
- Hande Hardware to Wolfe Building (Crafts/Coffee Shop): 1:3.0

As noted, the averaged value of improvements was 3.88 times that of the averaged value of the land. Properties that are at or near this index today are assumed to have low potential for re-development because the value of the building is too high to justify new construction. Working backwards, we then assume the following as general indicators of re-development potential:

- 0:0-1 Ratio Improvement Value to Land Value- High potential to re-develop over next 20 years
- 1:1-2 Ratio Improvement Value to Land Value- Medium potential to re-develop over next 20 years
- 1:2-3 Ratio Improvement Value to Land Value- Low potential to re-develop over next 20 years

The redevelopment analysis is shown in Appendix Figure 2. Silverton has re-developable land on the fringes of the downtown core. Current downtown residential uses have high potentials to re-develop. Commercial uses West and North of the downtown core have high potential to re-develop. Throughout the downtown fringes, residential, commercial, and public lands have a low to moderate potential to re-develop over the next 20 years. The information is summarized in the following table.

Those with high re-development potential have an improvement value, as determined by the assessor, to be less than the land value. These locations are primarily homes that are zoned commercial in the transition zone between 2nd and 3rd Street and on the West side of 1st Street between Lane and Jersey Street. These also include commercial tax lots West of Silver Creek on Main Street and North of C Street East of Brown Street.

Table 2: Re-developable Lands in Downtown Silverton

Re-Development Potential: Ratio of Land Value/Improvement Value	# Tax lots	Total Acres
0-1 (High Potential)	67	15.70
1-2 (Moderate Potential)	35	6.08
2-3 (Low Potential)	20	1.43
3-3.88 (Very Low Potential)	9	0.30

ZONING

The zoning designations in the downtown project area allow a variety of uses. All of the commercial zoned areas allow residential uses, except for mobile home parks, and parking lots. The Commercial Business zoning (C3) allows most commercial uses including transportation, service, retail, retail and service, retail, printing, community service, communication facilities, and amusement and recreation. The Retail Business zoning (C2), just outside of the project area, allows community activity uses, communication facilities, community services such as schools, government, and religious uses, and most retail stores except second-hand stores. It allows less retail and service types than the Commercial Business District. It allows most service and office uses, but does not include transportation uses.

The Residential Commercial District (C1) allows commercial uses limited to plant nurseries, daycares, offices, and limited services such as real estate, law, and medical clinics. It allows government, religious, and political and professional membership organizations.

Residential zoning in the project area allows churches, parks, public parking, and guest houses. It does not allow commercial uses, hospitals, public buildings, or radio, tv, or cellular transmitters or towers.

PARKING OVERVIEW

Walter Macy, Kittleson & Associated, In., and Urbsworks produced the Downtown Parking Study as part of the Transportation Planning Study of November 1998. This study explains the opportunities and constraints of current parking policies in downtown Silverton.

In 1998, the demand for parking in downtown Silverton was low compared to the total parking supply. During the weekday peak, only 40% of the 1,080 parking spaces were filled. On the weekends, this rate drops to 25%. Public parking spaces are used more than private parking spaces. Of those public parking spaces, including metered parking spaces, 10% were occupied for more than a two-hour period. This utilization rate affects the availability of short-term parking in the commercial core.

According to the study, the increase of business activity in downtown will reduce the amount of available parking. As such, the authors noted several options for increasing short-term and long-term available parking for the urban core. These recommendations include:

- Use parking meters and enforcement to guarantee short-term parking.
- Create shared-parking partnerships with local churches and lodges.
- Discourage employee parking in the City parking lot.
- Relocate City and Police vehicle storage to a remote parking area.
- Purchase properties for current surface and future structured public parking.
- Examine development codes and their compliance related to off-street parking provisions.
- Consider the addition of ten minute short-term parking, additional handicapped parking, and the location of truck loading zones.

CURRENT DESIGN STANDARDS

Silverton has extensive design standards already in place that support the opportunities and strengths of Silverton.

General Design Standards

The general non-regulatory elements and concepts of site design strengthen the concepts the business community has of downtown Silverton. The elements re-enforce the historic village and main street feel of Silverton. Design Standards are located in Chapter 18.200, SITE DESIGN AND USE STANDARDS. These are included in the appendix of this memorandum.

The design standards apply uniformly to the site analysis of any project (18.200.030). Site analysis begins with constraints and opportunities inventory of topography, trees, utility locations, site access, off-site impacts, prevailing storm winds, soils analysis, natural drainage ways, and good or objectionable views. The design guidelines emphasize landscaping and consideration of winds and weather in siting and design. The guidelines also emphasize buffers using planting, earth forms, and architectural structures and screening. Screening depends upon angle of view, speed of movement, and height, distance, and location of the viewer. In addition, the guideline mandates crime prevention using site layout and design, lighting, surveillance opportunities, and physical and psychological barriers, and careful planning of parking.



Historic Buildings Downtown

Separate, district-specific design guidelines apply to support the development of downtown. The downtown project area is split into the downtown core, downtown transition area, and then specific guidelines for all commercial and public development and multi-family development. Some of the more notable aspects of the design standards for downtown commercial development in the core include site orientation (18.200.340) that encourages public viewing of the creek and no setback or 15 feet for shared outdoor space. All areas in the downtown core are required to have sidewalks and support the historic nature of downtown.



The Transition Zone

The Transition Zone (18.200.550) encourages diversity and imaginative originality of design. Site Orientation must face the street and encourage public viewing and daytime access to the creek. These guidelines also include setback requirements and require public sidewalks. The site design must include landscaping and street trees. The Building Scale and Height guidelines state the allowance of only buildings that do not vary drastically from the height, width, massing, and scale of the surrounding homes or other buildings. In addition, developments need to be compatible with surrounding structures: roofs, façade materials and textures, color. Parking should be shaded, landscaped, and not located at the front of the building. The guidelines also include creek protection and encourage the use of native riparian plan materials.

The project downtown boundary also includes commercial and multi-family outside of the area considered downtown in the zoning code. These areas have different design guidelines, under Standards for Commercial and Public Development. “The primary function for landscaping and site design standards... to improve the project’s appearance, enhance the city’s streetscape, lessen the visual and climatic impact of parking areas, and to screen adjacent residential uses.” Areas that are visible from highly traveled arterial streets, and that are in the Historic District are held to a high development standard.



Sign Regulations (18.200.430) form a part of the greater commercial and public development guidelines. Signs and murals are “a key component in identifying businesses and in contributing to the livelihood of the street with their individuality.” Wall, awning, window and projecting right-angle sign shall be suggestive of those used during the historic period in size, placement, and size. Murals are allowed on the side walls, but murals are not permitted on the main façade of either modern or historic buildings. The recreation of old signs, using historic photos is encouraged where allowed by these standards. General Sign Regulations (15.16.110) also govern sign siting. Any sign projecting over a pedestrian travel area shall have a minimum

clearance of eight feet above. Any sign projecting over a vehicle area shall have a minimum clearance of fourteen feet above. Commercial and Industrial Zones (15.16.370) permit wall, projecting, ground, marquee, awning, canopy, freestanding, suspended, window, door, incidental and temporary signs.

Sidewalk Design Standards differ according to design district. In the downtown core (12.16.050), sidewalks are required to have a width of no less than 10 feet. Other streets require six or five feet sidewalks with public right-of-way of more than 60 feet or less than 60 feet, respectively.



Downtown Sidewalks



Downtown Parking

Parking Standards are contained within each zoning designation's standards. General Non-regulatory Elements and Concepts of Site Design (18.200.200) states that "parking landscaping and design is an important consideration for all types of development." The guidelines encourage good design and well placed landscaping, as well as provision of screen and buffer landscaping. Driveways should be designed to provide quick and simple access and facilitate circulation. Clear pedestrian paths and bicycle parking should be included in all designs. In Multi-Family zoning (18.200.280), parking lots require large canopied deciduous trees, screening, and minimum of 10% landscaping.

In the downtown zoning, additional parking requirements are addressed. Commercial Downtown guidelines (18.200.460) encourage the infill of buildings on existing parking lots. Parking lots should be located at the side or back of building and buffered from the street by landscaping. A parking lot with more than 20 spaces should be divided by landscaping or buildings. In Transition Zone Commercial Zones (18.200.630) parking lots should be located at the side or back of building, buffered from the street by landscaping, and shaded by deciduous trees. Parking lots with more than 20 spaces should be divided by landscaping or buildings. Parking lots adjacent to residential shall have setback and provide a continuous hedge screen or fence six feet tall. In other Commercial Development (18.200.820), parking lots shall be screened from view by at least 36 inches higher than the finished grade of the parking area.

PUBLIC COMMENTS

This section is a summary of public comments included in the Downtown Silverton Market Analysis (Marketek, 2006), and, comments received in meetings of the Downtown Development Task Force (Fall, 2006).

OPPORTUNITIES

According to one recent visitor, “The size of the downtown commercial district is just right as it is, it’s not too spread out to walk from one place to the other, and there are some really cute kinds of Norman Rockwell residential areas that kind of cradle the downtown commercial center, which is very nice & charming...”

The *Downtown Silverton Market Analysis* (Marketek, 2006) solicited public input on the strengths and opportunities of downtown Silverton. These include the following:

The public would keep the same:

- Small town atmosphere
- Main street ambiance
- One-way streets
- Historic feel

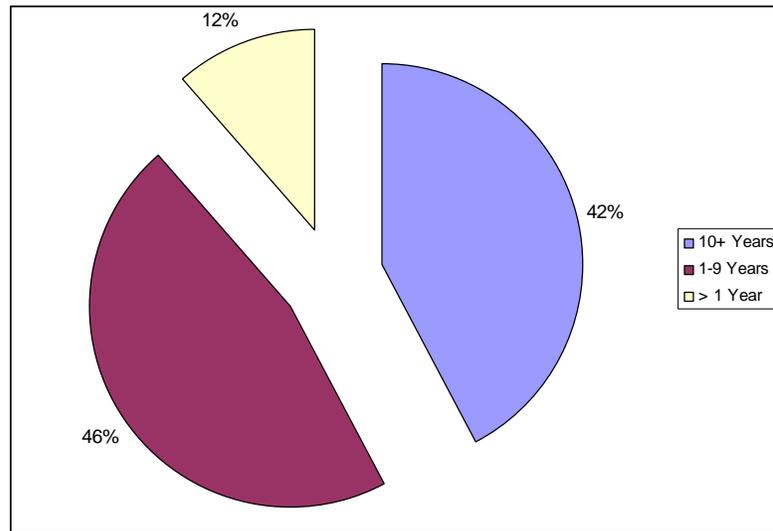
The public would like Silverton to develop the following identities:

- Historic buildings and signage
- Village atmosphere
- Friendly, cozy, and quaint
- Arts, antiques, and crafts

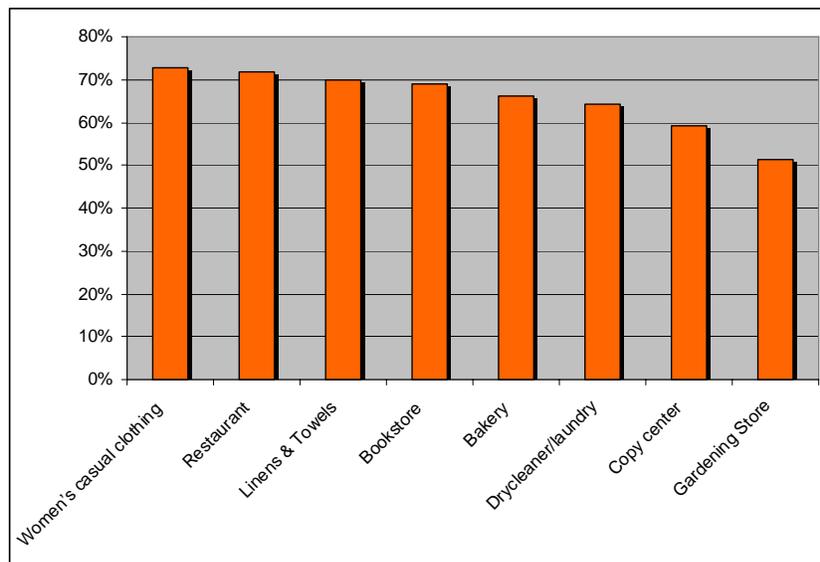
The public feels that the advantages of Silverton include:

- Small town atmosphere
- Friendly
- Supportive
- Easy Networking
- Good Parking
- Educated Community
- Wonderful People
- Silver Falls State Park
- Local Area Expertise
- Aggressive Growth
- Civic Pride
- Close-knit Community

Downtown Silverton contains healthy businesses, as demonstrated by the longevity of many of the businesses. Almost half have been in business for more than ten years. Please see figure below.



The marketing study shows supports for local, main street type businesses. These include local businesses such as restaurants, a bakery, and a gardening store.



CONSTRAINTS

The open house and business survey showed concerns and constraints regarding several design and zoning standards. These include signs, sidewalk and street design, and mixed-use zoning. The current zoning code addresses many of the concerns, but the code warrants further detailed analysis.

Public Comments from the Open House, October 17, 2006, include the following constraints:

- Need specific signage requirements:
 - Consistent, informative signs for visitors
 - Reduce sign clutter
 - Replace existing tourist kiosk

- Gateway to beginning of downtown business district is blighted at Subway
- Sidewalk Design Improvements:
 - Underground utilities
 - Interesting pavers and sidewalk treatments
 - A mix of trees, plants, and strategically placed bump-outs
 - Plantings could be small trees or other plantings
- Art Treatments Downtown:
 - More murals
 - Artistic street treatments, trash receptacles, and bicycle racks
- Parking Lots Downtown:
 - Disguise parking lots with knee walls
 - Change parking lots into small inner city parks
 - Need significant public parking within 1 block of retail core
- Controversy exists about one-way or two-way streets downtown

The Downtown Development Task Force, September 14, 2006, commented on the following land use constraints:

- Mix of businesses
- Downtown upper-story residential
- Revision of code
- Transitional housing at edge

Finally, the *Downtown Silverton Market Analysis* (Marketek, 2006) listed what would the public would change:

- Overall improve appearance
- No empty buildings
- Cleaner and better maintained
- One-way streets
- Increase parking
- More restaurants

VISUAL ANALYSIS

Otak prepared a visual analysis, which is included in the appendix. This inventory was provided for comment at the October Open House. The comments are included on the attached sheets.

NEXT STEPS

By considering opportunities and constraints, Silverton positions itself to repair its weaknesses and expand on its strengths. During subsequent tasks, the project team will recommend design standards for the Project Area and recommend changes to the Land Development and Planning Ordinance to guide Downtown revitalization and redevelopment efforts and implement the design standards. The research contained within this memo directs analysis towards specific zoning and site design guidelines as possible solutions as part of the greater downtown solutions.

APPENDIX

I. Redevelopment Methodology and Maps

- Figure 1 Existing Zoning
- Figure 2 Re-development Analysis

II. Visual Analysis

III. Existing Silverton Design Standards, Chapter 18.200, Site Design and Use Standards

APPENDIX I: Re-development Analysis Methodology

To analyze the re-development possibility of tax lots in the area, we evaluated the ratio of land value to improvement or building value. This method provides a generalized index to re-development potential – it is not intended as a definitive feasibility measure for individual properties.

The most recently re-developed properties in downtown include the Silverton Inn and Suites, the Silver Falls Bank, and the Wolfe Building. The average ratio of these properties, post re-development, in downtown Silverton was 1:3.88. The ratio of each re-developed property:

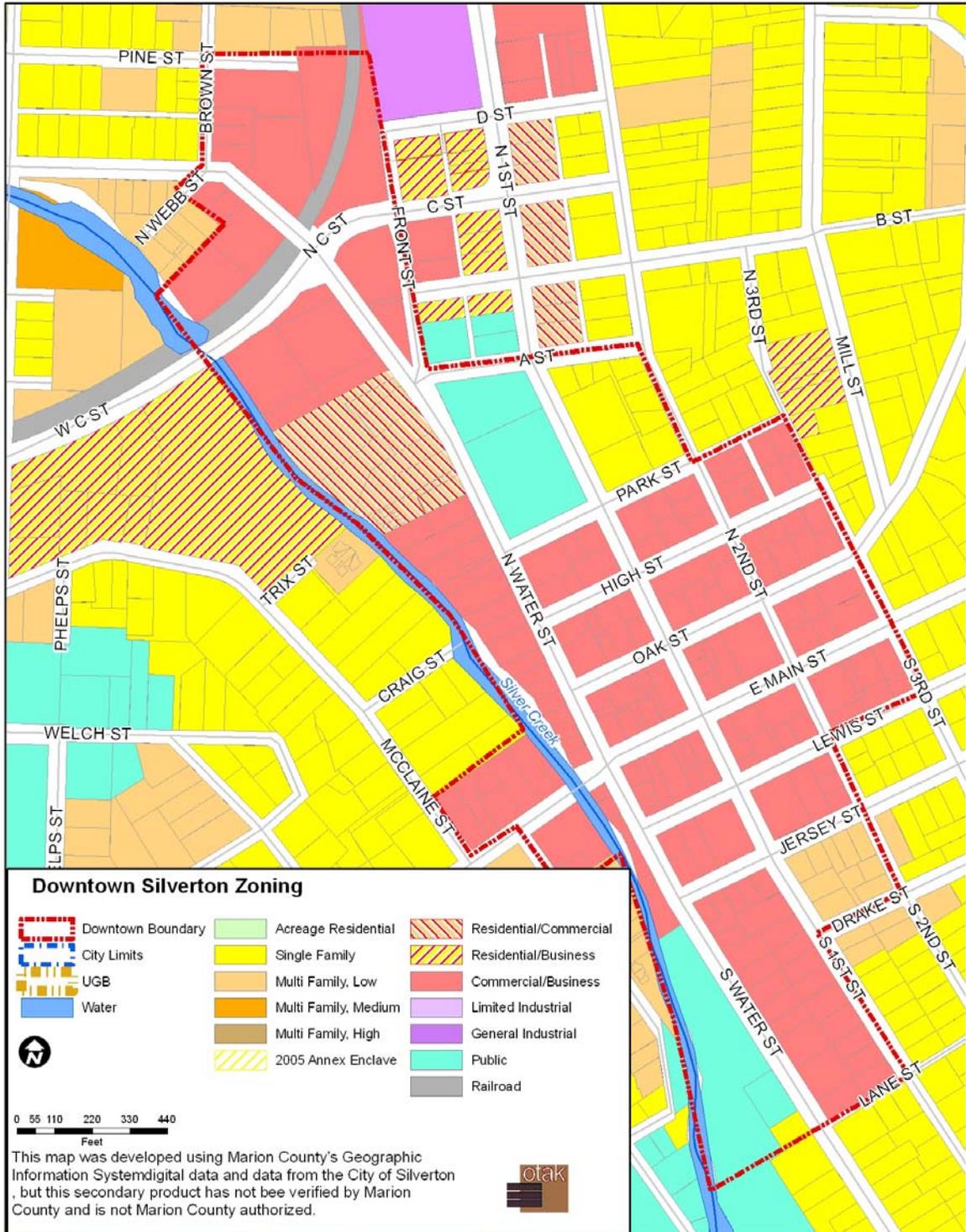
- Motel to Silverton Inn and Suites: 1:3.7
- Drug Store to Silver Falls Bank: 1:5.0
- Hande Hardware to Wolfe Building (Crafts/Coffee Shop): 1:3.0

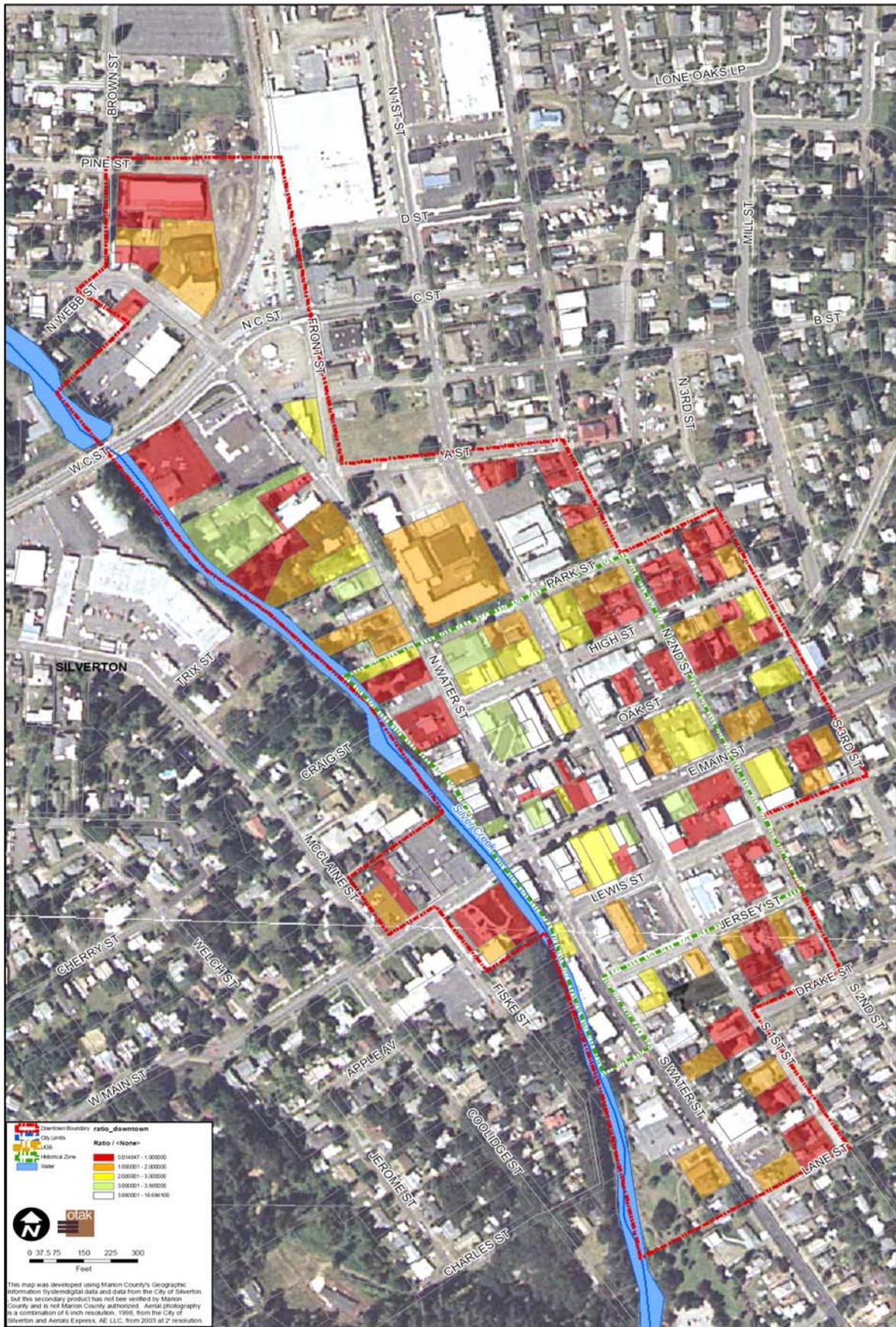
As noted, the averaged value of improvements was 3.88 times that of the averaged value of the land. Properties that are at or near this index today are assumed to have low potential for re-development because the value of the building is too high to justify new construction. Working backwards, we then assume the following as general indicators of re-development potential:

- 0:0-1 Ratio Improvement Value to Land Value- High potential to re-develop over next 20 years
- 1:1-2 Ratio Improvement Value to Land Value- Medium potential to re-develop over next 20 years
- 1:2-3 Ratio Improvement Value to Land Value- Low potential to re-develop over next 20 years

Those with high re-development potential have an improvement value, as determined by the assessor, to be less than the land value. Those properties within the zero to one ratio have a higher land value than building value (improvement value).

Figure 1: Zoning in Downtown Silverton





This map was developed using Marion County's Geographic Information System digital data and data from the City of Silverton but the secondary product has not been verified by Marion County and is not Marion County authorized. Aerial photography is a combination of 6 inch resolution, 1998, from the City of Silverton and Aerials Express, AE, LLC, from 2003 at 2' resolution.

APPENDIX IV

Memorandum



*700 Washington Street
Suite 401
Vancouver, WA 98660
Phone (360) 737-9613
Fax (360) 737-9651*

To: Linda Sarnoff, Silverton Downtown Plan
From: Maggie Daly
Copies: Crista Gardner, Joe Dills, Tom Litster
Date: June 13, 2007
Subject: Street Furniture Selections
Project No.: 13765

DRAFT

This memo addresses Sub-Task 5.1 of the Silverton Downtown Development Plan: Street Furniture Selection. Included are:

- Recommended manufacturers and model numbers, along with photographs and relevant product information.
- Guidelines for placement of furnishings within the downtown streets.

Streetscape furnishings are chosen to enhance the character of downtown Silverton. They are finishing touches for “place making.” They create a human scale, serve as a set of visible landmarks, and help identify different functional areas of the streetscape. Complementary furnishings, chosen for consistency in color, materials and form, will enhance the historical character of downtown Silverton and provide thematic consistency in the implementation of the Downtown Development Plan.

Color, materials and form work together to provide visually unifying elements which can tie spaces separated by distance and function. Black is recommended as a unifying color. It will provide a dignified, historic character that will allow the life of the street to step forward. The furnishings shown below are all available in black. Exceptions to black are tree grates, curb extensions, crosswalks and sidewalks. Similar materials in all furnishings (cast iron or steel) will help unify the downtown area. The preferred form for downtown Silverton is the “Classic” style, which reflects the historical character of downtown. The furnishings below are all in this style.

Benches

Metal benches are chosen for durability of material, style, and consistency of materials with other street furnishings. The benches below can be placed in wide sidewalks and other large public spaces within the Right-of-Way. Property owners can be encouraged to choose from these styles for placement within set-backs.

Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Number PL-4H

Cast iron with stainless steel fasteners. Available in 4', 5', 6', and 8' lengths with powder-coated black finish.



Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Number PL-5

Cast iron with stainless steel fasteners. Available in 4', 5', 6', and 8' lengths with powder-coated black finish.



Manufacturer: DuMor Site Furnishings

Website: www.dumor.com

Model Number 58

Cast iron with stainless steel fasteners. Available in 6' or 8' lengths. Powder-coated black finish.



Tree Grates

Tree grates will protect trees in heavily trafficked areas and enhance the urban character of downtown. All the styles below are expandable, allowing for tree growth. These products are available in a variety of sizes and shapes.

Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Number STA-48

Material: Ductile cast iron, ASTM A536, CL 80-55-06; 48" square; 2 sections, 16" Dia hole, 220 lbs; expandable; available in other sizes.



Manufacturer: Ironsmith, Inc

<http://ironsmith.cc/>

Model: Starburst, 4814-1

Material: Cast iron; meets standards for class 35B gray iron per ASTM A48. Expandable; available in square, half round/half square and rectangular.



Manufacturer: Ironsmith, Inc

<http://ironsmith.cc/>

Model: Sunrise, 4858

Material: Cast iron; meets standards for class 35B gray iron per ASTM A48. Expandable; available in round, square, and half round/half square.



Bollards

Cast iron bollards are chosen for durability of materials and consistency of style with other furnishings.

Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Numbers: CB-A: 40" cast bollard with 9" base. Option for permanent or removable mountings.



Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Number CB-F

42" cast bollard with 12" base. Option for permanent or removable mounting and light fixture.



Manufacturer: Urban Accessories

Website: www.urbanaccessories.com

Model Number: SJC-1

Cast iron with standard powder-coated finish. Available in cast-in, bolt down or removable mountings.



Trash Receptacles

Trash receptacles are chosen for durability of materials, consistency with other furnishings, and ease of maintenance.

Manufacturer: Urban Accessories

Website: www.urbanaccessories.com

Model Number RR-55

Material: Steel with powder-coated finish.

Surface mount or cast-in-place mounting options.



Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Number TR-12

Options: with Optional Ash Dome

Material: Mild steel conforming to ASTM 36 with galvanized metal liner.



Manufacturer: DuMor Site Furnishings

Website: www.dumor.com

Model Number: 157-32-25BT

32-Gallon, all steel receptacle, 288 lbs.



Bike Racks

Bike racks are chosen for durability of materials, consistency of style with other furnishings, and ease of use.

Manufacturer: Creative Pipe, Inc.

Website: www.creativepipe.com

Model Numbers: Figure "H" Rack, Model FH2.

Embedded or flange mounting options. (Embedded recommended.)

Material: 3" square steel tubing; coating: hot-dip galvanized or polyester powder coating. Option for customized centerpiece with City logo.



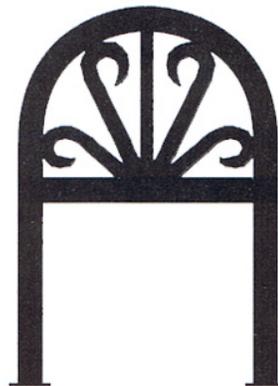
Manufacturer: CycleSafe

Website:

<http://www.cyclesafe.com/VintageRacks.tab.aspx>

Model: Cascade

Material: Schedule 40 steel pipe with 12-20 mil Armortec Plastisol coating. Available with bolt down or cast-in mounting. Cast-in mounting recommended.



Manufacturer: CycleSafe

Website:

<http://www.cyclesafe.com/VintageRacks.tab.aspx>

Model: Greenwich

Material: Schedule 40 steel pipe with 12-20 mil Armortec Plastisol coating. Available with bolt down or cast-in mounting. Cast-in mounting recommended.



Crosswalk Treatments

Crosswalk treatments can enhance pedestrian safety, bring focus to the intersection and provide interesting character to these active public spaces. Patterns should be chosen to reflect the historic character of the downtown.

Thermoplastic Zebra crossing

Manufacturer: Integrated paving Concepts

Website: www.integratedpaving.com

Model: "DuraTherm" thermoplastic striping

Traditional white "Zebra" striping,



Thermoplastic Zebra crossing

Manufacturer: Integrated paving Concepts

Website: www.integratedpaving.com

Model: "DuraTherm" thermoplastic striping in an elaborate pattern. A variety of patterns and colors is available.



Scored Concrete: square grid on approximately 2' x 2' centers parallel to crosswalk, with 1' band along both edges recommended.



Curb Extension Materials

Curb Extensions can be enhanced with plant materials, pavers or special scoring patterns. Each of these treatments has a different initial cost, maintenance requirement, and effect on the character of the intersection.

Planter Strips can add valuable “green space” to the downtown and provide soft edges to counteract the primarily rectilinear forms of downtown.



Plant Material Recommendation: include a variety of small evergreen shrubs and hardy perennials not to exceed 30 inches in height, as well as one approved street tree, limbed up to a minimum height of seven feet. Examples of plant material are:

Japanese Holly, *Ilex crenata* 'Helleri'
Edging Boxwood, *Buxus sempivirens suffruticosa*
Crimson Pygmy Barberry, *Berberis thunbergii* 'Crimson Pygmy'
Goldstrum Black-Eyed Susan, *Rudbeckia fulgida* 'Goldstrum'
Autumn Joy Sedum, *Sedum spectabile* 'Autumn Joy'
Stella D'Oro Day Lily, *Hemerocallis* 'Stella D'oro'

Street trees should be chosen for size, tolerance of urban conditions, neatness, and beauty. Trees for a six-foot wide planter strip that have been recommended by other Willamette Valley communities include: Raywood Ash, *Fraxinus oxycarpa* 'Raywood'; Crabapple species, *Malus spp.*; Kousa Dogwood, *Cornus kousa*; Little Leaf Linden, *Tilia cordata*; Chanticleer Callery Pear, *Pyrus calleryana* 'Chanticleer'; Green Vase Zelkova, *Zelkova serrata* 'Green Vase'. The City of Tigard Street Tree List is a good guide for street trees, and is available at:

http://www.tigard-or.gov/community/parks/docs/street_trees.pdf

Pavers provide distinct visual interest to curb extensions and can contribute to a “plaza” character at intersections.

Manufacturer: Pavestone

Website: www.pavestone.com/commercial

Model: Pave Stone, Colony Cobble Square

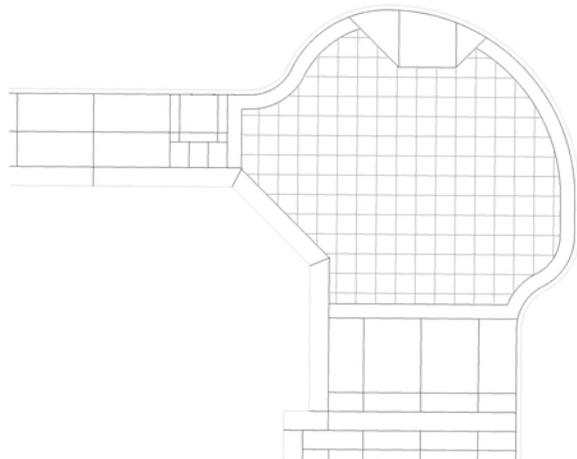


Scored Concrete

The scoring pattern can extend the pattern of the adjacent sidewalk or crosswalk, as at right, while allowing for curb ramps and curb extensions.



Alternatively, the scoring can highlight the corner bulb or curb extension with a finer pattern, as at right.



Street Lights

The street light has already been specified by the City Engineer. It is a post-top acorn luminaire on a 16' black, fluted cast-aluminum pole with a decorative shroud and base, and arms for banners and hanging baskets.



Manufacturer and Model Numbers per City Engineer:

- Luminaire Post-top, Acorn (100 Watt): Size * 100 watt HPS 9500 Lumens. Lens Type * M-S-5. Model * Hadco S8539 (2035).
- Lamps (100 Watt): Size * 100 watt HPS Non-cycling 9500 Lumens (39147). Model * Sylvania Lumalux Model # LU100/PLUS/ECO.
- Pole Black, Fluted, Decorative Cast Aluminum with Shroud and Base (100-150 Watt): Size & Type * 16 Foot, Post-Top, Decorative, Anchor Base (1963) (CU 331). Model * Hadco P-2065-16-A. Accessories * 2 Banner brackets and 2 Flower basket hangers.
- Pole Footings (Concrete) Precast Concrete Base * For 16' Decorative Cast Aluminum (39083). Model * Utility Vault Model # 20R-LB-4-PGE.

Other model numbers per City Engineer

Kiosk

Kiosks are traditionally used for interpretive signage, downtown maps and temporary exhibits or posters. One or two kiosks are likely to be placed throughout the downtown, and they need to reflect the historic character of downtown Silverton. Traditional kiosks may be two-, three-, or four-sided, depending on the available space and ease of pedestrian access. The display area should begin no less than 24 inches above the ground and reach a height of no more than six feet. A custom-made kiosk is recommended for this purpose.

An outdoor, pre-fabricated “sign board” type kiosk may be difficult and expensive to procure. This kiosk, used at Bridgeport Village, was imported from the Italian firm, Neri.

Website: www.neri.biz/Default.asp?L=EN .

Model: Urban Furniture > Sign Boards > 2291



An interactive kiosk with computerized access to information can also be considered. Custom-built housing for this type of kiosk could align it with the historical character of downtown Silverton, while providing 21st-century amenities.



A custom-built, traditional kiosk, such as the one in current use, will easily fit into the historical character of downtown Silverton.



(Note: Product photos downloaded from manufacturers' websites.)

Placement Guidelines:

Bike Racks shall generally be placed in the furnishing zone parallel to the sidewalk, and midway between the back of curb and the edge of the furnishing zone. The bike rack and bike together shall allow a minimum of six feet of pedestrian clear space in the sidewalk. Bike racks are best placed along streets with designated bike lanes, or where bikes share travel lanes. They shall be placed near building entries, but not directly in front of them.

Benches shall be placed in the building or storefront zone parallel to the building front, facing the street. They shall be used on sidewalks that are a minimum of 12 feet in width and placed to avoid building entries, mid-block crossings and intersections.

Tree grates may be used on Civic streets, and shall fit within the furnishing zone.

Bollards are appropriate at mid-block crossings to mark pedestrian crossing areas. They may also be used at intersections where streets may be turned into temporary “plazas” for festivals and special events.



Street Lights shall be spaced according to ANSI/IESNA RP-8-00 or AASHTO standards set forth in "An Informational Guide for Roadway Lighting".

Trash Receptacles shall be placed in the furnishing zone or building zone along Civic streets, near the building entries.

Kiosks: One or two kiosks in downtown Silverton are recommended. Placement should be at a site of high pedestrian traffic that has ample room for pedestrian circulation. Possible locations are at one of the gateways, at the recommended public spaces, particularly the Silver Creek public spaces, or at key intersections as identified in the Silverton Downtown Development Plan.

Memorandum



*700 Washington Street
Suite 401
Vancouver, WA 98660
Phone (360) 737-9613
Fax (360) 737-9651*

To: Linda Sarnoff, Silverton Downtown Plan
From: Maggie Daly
Copies: Crista Gardner, Joe Dills, Tom Litster
Date: June 13, 2007
Subject: Addendum to Street Furniture Selections
Project No.: 13765

This memo addresses additional requests made by the Silverton Downtown Taskforce regarding Street Furniture Selections for the Silverton Downtown Development Plan:

Included are:

- Recommended manufacturers and model numbers, along with photographs and relevant product information for concrete trash cans
- A review of tree grate materials and finishes
- A revised drawing of a curb extension with a small planter strip.

Tree Grates - Finishes

A powdercoat finish will prevent the oxidation of the tree grates and keep a smooth, neat finish. The tree grates below are available with powdercoat finishes.

Manufacturer: Fair Weather Site Furnishings & Associates

Website: www.fairweathersf.com

Model Number STA-48

Material: Ductile cast iron, ASTM a536, CL 80-55-06; 48" square; 2 sections, 16" Dia hole, 220 lbs; expandable; available in other sizes.

Powdercoat finish available, along with a corrosion-resistant undercoating.

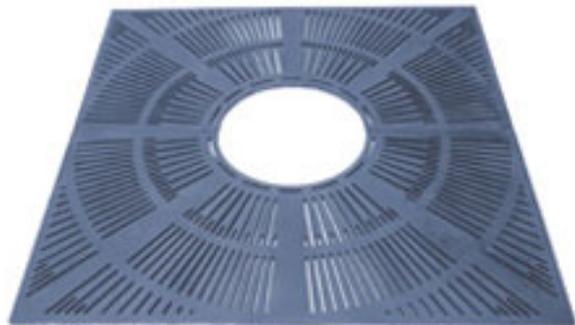


Manufacturer: Urban Accessories

Website: www.urbanaccessories.com

Model: Coho

Available in 4' through 6' squares, 6' round and two rectangular sizes. Powdercoat finish available. Expandable.

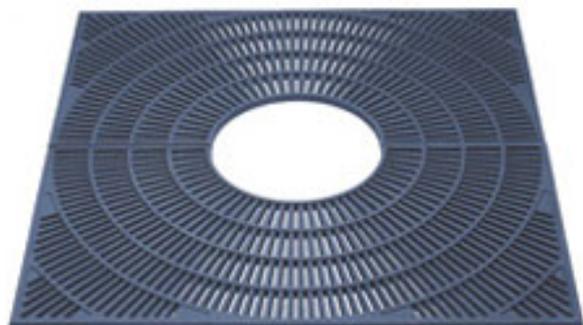


Manufacturer: Urban Accessories

Website: www.urbanaccessories.com

Model: Fan

Available in 3' through 8' squares, round and round/square combination. Powdercoat finish available. Expandable.



Trash Receptacles

Shown below are three different styles of concrete trash receptacles.

Manufacturer: indoff

Website: <http://smokersurns.indoff.com/>

Model Number KSR48SD

48-Gallon outdoor concrete trash receptacle with lid, 26" square by 42" high. Galvanized steel top. Recommended color: 8000 Series: Gray with Silverstone Gray concrete (shown at right)



Manufacturer: indoff

Website: <http://smokersurns.indoff.com/>

Model Number KSM32

21 Gallon Outdoor Concrete Trash Receptacle (32" Dia. x 33"H). Optional dome top. Recommended color: 7000 Series: Silverstone Gray concrete. (See above right.)



Manufacturer: Nitterhouse Masonry Products, LLC

Website: www.nitterhouse.com

Model Number NTR 3626

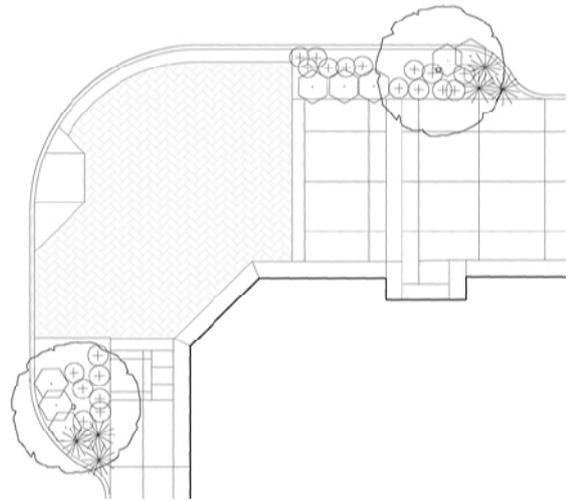
Size: 26" Diameter x 36" High; Capacity: 45 Gals; Recommended color: Sandblasted Charcoal.



Curb Extension Materials

Curb Extensions can be enhanced with plant materials, pavers or special scoring patterns. Each of these treatments has a different initial cost, maintenance requirement, and effect on the character of the intersection.

The drawing at right illustrates a corner bulb marked by a finer scoring pattern than the adjacent sidewalk, combined with two small planters in the curb-extension.



(Note: Product photos downloaded from manufacturers' websites.)