

Memorandum

Date: September 28, 2016

To: Blair Larsen, Stanfield City Manager

cc: Ali Turiel and Grant Young, DLCD
Cheryl Jarvis-Smith, ODOT

From: Cathy Corliss, AICP, Principal

Re: **Stanfield Code Assistance - Draft Code and Plan Amendments (Task 5.2)**

Overview

The goal of this TGM¹ Code Assistance project is to update Stanfield's Development Code in order to help the city enhance its downtown area. Specifically, identified objectives for this project are:

- Emphasize the pedestrian environment in the downtown core, in particular a more vibrant Main Street.
- Encourage a mix of new uses - including residential, commercial, office and light industrial - within the downtown area.
- Remove potential barriers to downtown development that may exist in the current code.
- Emphasize design standards related to building facades, public spaces and the downtown streetscape that build on the Main Street Revitalization Report (2014)

This document includes a draft of amendments to the City of Stanfield Development Code and Transportation System Plan (TSP). The draft amendments are based on the Code Amendment Matrix prepared in Task 3, stakeholder interviews, and input from the community at the May 17th and September 20 Community Meetings. The draft amendments have been further refined by direction received from the Project Management Team (PMT), which includes the City Manager.

The draft code and plan amendments are shown in a two column format. The first column shows potential amendments to the code. Additions to the code and plan are shown in double-underline and deletions are shown in ~~strike-through~~. The second column provides commentary for the community to consider.

¹ This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Moving Ahead for Progress in the 21st Century (MAP-21), local government, and State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

Draft Code Amendments	Commentary
<p>Chapter 2.2 — Downtown (DD) District</p> <p>Sections:</p> <ul style="list-style-type: none"> 2.2.100 - Purpose 2.2.110 - Permitted Land Uses 2.2.120 - Building Setbacks 2.2.130 - Lot Coverage 2.2.140 - Building Orientation 2.2.150 - Building Height 2.2.160 - Design Standards 2.2.170 - Pedestrian Amenities 2.2.180 - Special Standards for Certain Uses 2.2.190 - Tourist Commercial Sub-District 	
<p>2.2.100 Purpose.</p> <p>A city goal is to strengthen the Downtown District as the “heart” of the community and as the logical place for people to gather and create a business center. The District is intended to support this goal through elements of design and appropriate mixed-use development. This chapter provides standards for the orderly improvement of the Downtown District based on the following principles:</p> <ul style="list-style-type: none"> • Efficient use of land and urban services; • <u>A pleasant, safe and convenient pedestrian environment;</u> • A mixture of land uses to encourage walking as an alternative to driving, and provide more employment and housing options; • Downtown provides both <u>Both</u> formal and informal community gathering places; • There is a <u>A</u> distinct storefront character which identifies Downtown; • The Downtown District is connected <u>Connections</u> to neighborhoods and other employment areas; • Provide <u>Opportunities for</u> visitor accommodations and tourism amenities. 	<p>As recommended in the Code Amendment Matrix, the purpose statement as been amended to emphasize the importance of a pleasant, safe and convenient pedestrian environment. In addition, some amendments are suggested to improve the organization and provide parallel structure.</p>
<p>2.2.110 Permitted Land Uses.</p> <p>A. Permitted Uses. The land uses listed in Table 2.2.110.A are permitted in the Downtown District, subject to the provisions of this Chapter. Only land uses that are specifically listed in Table 2.2.110.A, and land uses that are approved as “similar” to those in Table 2.2.110, may be permitted. The land uses identified with a “CU” in Table 2.2.110.A require Conditional Use Permit approval prior to development or a change in use, in accordance with Chapter 4.4. <u>Development Review or Site Design Review shall be required for new developments and modifications of existing developments in accordance with Chapter 4.2.</u></p> <p>B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 - Interpretations.</p>	<p>As recommended in the Code Amendment Matrix, Table 2.2.110.A has been reformatted for clarity and ease of use by eliminating the use of asterisks to indicate when uses are subject to special use or transportation standards. Instead, replace with a brief note after each applicable use. Also, changed “public parking lots and garages” to conditional uses as recommended.</p>

Table 2.2.110.A [Reformatted]
Land Uses and Building Types Permitted in the Downtown District

Use	Applicable Standards
<p>1. Residential*: <i>Single-family</i></p> <ul style="list-style-type: none"> a. Single-family detached housing (existing housing only) b. Accessory dwellings c. Manufactured homes – individual lots (existing housing only) <p><i>Multi-family</i></p> <ul style="list-style-type: none"> d. Multi-family housing <p><i>Residential care</i></p> <ul style="list-style-type: none"> e. Residential care homes and facilities f. Family daycare (12 or fewer children) 	<p><u>Residential uses are subject to standards in Section 2.2.180</u></p>
<p>2. Home occupations (according to standards in Section 2.1.200).</p>	<p><u>Home occupations are subject to standards in Section 2.1.200</u></p>
<p>3. Bed & breakfast inns (CU)*</p>	<p><u>B&Bs are subject to standards in Section 2.2.180 and require a Conditional Use Permit per Chapter 4.4</u></p>
<p>4. Public and Institutional*:</p> <ul style="list-style-type: none"> a. Churches and places of worship b. Clubs, lodges, similar uses c. Government offices and facilities (administration, public safety, transportation, utilities, and similar uses) d. Libraries, museums, community centers, concert halls and similar uses e. Public parking lots and garages <u>(when a stand-alone use)</u> f. Private utilities g. Public parks and recreational facilities h. Schools (public and private) i. Special district facilities j Transportation Facilities and Improvements: <ul style="list-style-type: none"> 1. Normal operation, maintenance; 2. Installation of improvements within the existing right-of-way; 3. Projects identified in the adopted Transportation System Plan not requiring future land use review and approval; 4. Landscaping as part of a transportation facility; 5. Emergency Measures; 6. Street or road construction as part of an approved subdivision or partition; 7. Transportation projects that are not designated improvements in the Transportation System Plan ** (CU); and 8. Transportation projects that are not designed and constructed as part of an approved subdivision or partition ** (CU). k. Telecommunications equipment (including wireless) (CU) l. Uses similar to those listed above (subject to CU requirements, as applicable) 	<p><u>Public and Institutional Uses are subject to standards in Section 2.2.180.</u></p> <p><u>Public parking lots and garages (4.e) require a Conditional Use Permit per Chapter 4.4</u></p> <p><u>Transportation projects (4.j.7 and 4.j.8 only) are subject to criteria for transportation improvements in Section 4.4.400D and require a Conditional Use Permit per Chapter 4.4</u></p> <p><u>Telecommunications equipment (4.k) requires a Conditional Use Permit per Chapter 4.4</u></p> <p><u>Similar uses (4.1) may require a Conditional Use Permit if required for similar use</u></p>
<p>5. Accessory Uses and Structures*</p>	<p><u>Accessory uses and structures are subject to standards in Section 2.2.180</u></p>

<p>6. Commercial:</p> <p>a. Auto-dependent and auto-oriented uses and facilities <u>(including drive-up, drive-in, and drive-through facilities)</u> (CU)* b. Entertainment (e.g., theaters, clubs, amusement uses) c. Hotels/motels d. Medical and dental offices, clinics and laboratories e. Mixed use development (housing & other permitted use)* f. Office uses (i.e., those not otherwise listed) g. Personal and professional services (e.g., child care center, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, banks and financial institutions, and similar uses) h. Repair services i. Retail trade and services, except auto-oriented uses j. Uses similar to those listed above (subject to CU requirements, as applicable)</p>	<p><u>Auto-dependent and auto-oriented uses and facilities (6.a) are subject to standards in Section 2.2.180.E and require a Conditional Use Permit per Chapter 4.4</u></p> <p><u>Mixed use (6.e) is subject to standards in Section 2.2.180</u></p> <p><u>Similar uses (6.j) may require a Conditional Use Permit as applicable</u></p>
<p>7.4. Industrial*: Light manufacture (e.g., small-scale crafts, electronic equipment, bakery, furniture, similar goods when in conjunction with retail)</p>	<p><u>Industrial uses are subject to standards in Section 2.2.180</u></p>
<p>* Uses marked with an asterisk are subject to the standards in Section 2.2.180, “Special Standards for Certain Uses”. **</p> <p>Uses marked with 2 asterisks are subject to the standards in Section 4.4.400D.</p> <p>(CU) Uses marked with CU require a Conditional Use Permit. Temporary uses are subject to the standards in Section 4.9. Only uses specifically listed in Table 2.2.110.A, and uses similar to those in Table 2.2.110.A, are permitted in the Downtown District. The following uses are expressly prohibited: heavy industrial uses, drive up, drive in, and drive through facilities, as defined in Section 2.2.180.E.</p>	

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<p>2.2.110 Permitted Land Uses. (continued)</p>	
<p>2.2.110.B Land Uses Prohibited in the Downtown District Only uses specifically listed in Table 2.2.110A, and uses similar to those in Table 2.2.110.A, are permitted in this district. <u>The following uses are expressly prohibited: heavy industrial uses.</u></p>	<p>This section is somewhat redundant to the note at the end of Table 2.2.110A. The proposed amendments would delete the note in table and include a reference to heavy industrial here. Drive-up uses would be allowed subject to CU and special standards.</p>
<p>2.2.120 Building Setbacks</p>	<p>No changes proposed to these sections.</p>
<p>In the Downtown District, buildings are placed close to the street to create a vibrant pedestrian environment, to slow traffic down, provide a storefront character to the street, and encourage walking. The setback standards are flexible to encourage public spaces between sidewalks and building entrances (e.g., extra-wide sidewalks, plazas, squares, outdoor dining areas, and pocket parks). The standards also encourage the formation of solid blocks of commercial and mixed-use buildings for a walkable downtown.</p>	

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<p>Building setbacks are measured from the building foundation to the respective property line. Setbacks for porches are measured from the edge of the deck or porch to the property line. The setback standards, as listed on the following page, apply to primary structures as well as accessory structures. The standards may be modified only by approval of a Variance, in accordance with Chapter 5.1.</p> <p>A. <u>Front Yard Setbacks.</u></p> <ol style="list-style-type: none"> 1. <u>Minimum Setback.</u> There is no minimum front yard setback required. 2. <u>Maximum Setback.</u> The maximum allowable front yard setback is 5 feet. This standard is met when a minimum of 75 percent of the front building elevation is placed no more than 5 feet back from the front property line. On parcels with more than one building, this standard applies to the largest building. The setback standard may be increased when a usable public space with pedestrian amenities (e.g., extra-wide sidewalk, plaza, pocket park, outdoor dining area or town square with seating) is provided between the building and front property line. (See also, Pedestrian Amenities Standards in Section 2.2.170, and Design Standards in Section 2.2.160 for related building entrance standards.) <p>B. <u>Rear Yard Setbacks.</u></p> <ol style="list-style-type: none"> 1. <u>Minimum Setback.</u> The minimum rear yard setback for all structures shall be 0 feet for street-access lots, and 6 feet for alley-access lots (distance from building to rear property line or alley easement) in order to provide space for parallel parking. 2. <u>Through-Lots.</u> For buildings on through-lots (lots with front and rear frontage onto a street), the front yard setbacks in “A” above shall apply. <p>C. <u>Side Yard Setbacks.</u> There is no minimum side yard setback required, except that buildings shall conform to the vision clearance standards in Chapter 3.1 and the applicable fire and building codes for attached structures, fire walls, and related requirements.</p> <p>D. <u>Setback Exceptions.</u> Eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, pergolas, and similar design features may encroach into setbacks by no more than 6 feet, subject to compliance with applicable standards of the Uniform Building Code and Uniform Fire Code. Walls and fences may be placed on the property line, subject to the requirements of Chapter 3.2 - Landscaping and Fences and Walls.</p>	
<p>2.2.130 Lot Coverage</p>	
<p>A. <u>Lot Coverage.</u> There is no maximum lot coverage requirement, except that compliance with other sections of this code may preclude full (100 percent) lot coverage for some land uses.</p>	
<p>2.2.140 Building Orientation.</p>	
<p>This section is intended to promote the walkable, storefront character of Downtown by placing buildings close to the street. Placing buildings close to the street slows traffic down and provides more “eyes on the street”, increasing the safety of public spaces. The standards, as listed on the following page and illustrated above, compliment the front yard setback standards in Section 2.2.120.</p>	

Code Amendments	Commentary
<p>A. <u>Applicability.</u> This Section applies to new Land Divisions and all of the following types of development (i.e., those subject to Site Design Review):</p> <ol style="list-style-type: none"> 1. Multi-family housing; 2. Public and institutional buildings, except that the standard shall not apply to buildings which are <u>not</u> subject to site design review or those that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and 3. Commercial and mixed-use buildings subject to site design review. <p>Compliance with all of the provisions of subsections B through D, below, shall be required.</p> <p>B. <u>Building Orientation Standard.</u> All of the developments listed in Section A shall be oriented to a street. The building orientation standard is met when all of the following criteria are met:</p> <ol style="list-style-type: none"> 1. The minimum and maximum setback standards in Section 2.2.120 are met; 2. Buildings shall have their primary entrance(s) oriented to (facing) the street. Building entrances may include entrances to individual units, lobby entrances, entrances oriented to pedestrian plazas, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its entrance facing a side yard when a direct pedestrian walkway is provided between the building entrance and the street right-of-way. <p style="text-align: center;">Figure 2.2.140B – Building Orientation on Corner Lots</p> <div style="text-align: center;"> </div> <ol style="list-style-type: none"> 3. Off-street parking, driveways or other vehicular circulation shall not be placed between a building and the street that is used to comply with subsection ‘2’ above. On corner lots, buildings and their entrances shall be oriented to the street corner, as shown above; parking, driveways and other vehicle areas shall be prohibited between buildings and street corners. 	<p>A.2. As recommended in the Code Amendment Matrix, the building orientation standard have been amended to correct a typo (the word “not” was missing).</p> <p>A new figure has been added.</p> <p>3. Rather than removed the incorrect reference to a figure as recommended in the Code Amendment Matrix, the draft includes a new Figure 2.2.140B – Building Orientation on Corner Lots</p>

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C. Active Ground Floor Standard. The street-side portions of the lower floors of all buildings shall contain shops, offices, lobbies, and other activities oriented toward the passerby. Display windows for viewing the activity inside the building shall be provided.

Figure 2.2.140D - Building Orientation (Typical)



D. Continuous Building Frontage. On interior lots, buildings shall be built from side lot line to side lot line, where feasible, to the property lines on either side so as to create a continuous line of storefronts. Access may be provided to the rear parking areas of the shops, offices etc. by an internal walkway.

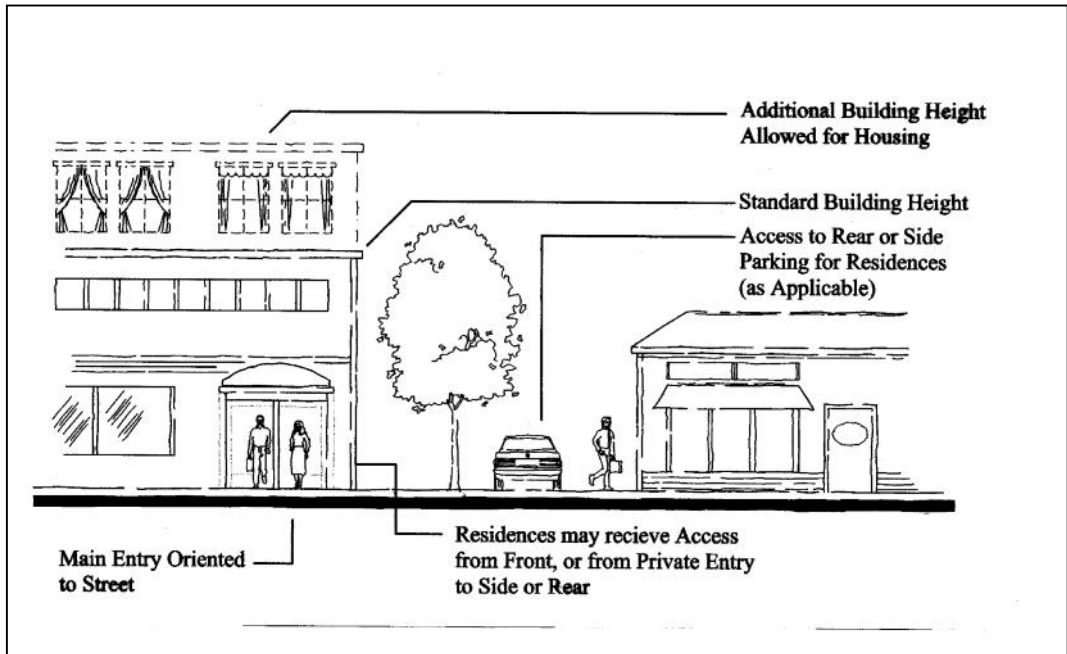
D. This standard appears to conflict the maximum setback standard which only requires 75% of the building façade to be located within the maximum setback. This standard would require buildings occupy 100% of the lot frontage. While this is desirable, it may be impractical to require it in all cases.

2.2.150 Building Height	No changes proposed to this section.
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All buildings in the Downtown District shall comply with the following building height standards. The standards are intended to allow for development of appropriately scaled buildings with a storefront character:

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Figure 2.2.150 - Building Height Diagram (Credit for Housing)



- A. **Maximum Height.** Buildings shall be no more than four stories or 45 feet whichever is smaller. The maximum height may be increased by 10 feet when housing is provided above the ground floor (“vertical mixed use”), as shown above. The building height increase for housing shall apply only to that portion of the building that contains housing.
- B. **Method of Measurement.** “Building height” is measured as the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof (See Figure 2.1.170 for examples of measurement). The reference datum shall be selected by either of the following, whichever yields a greater height of building:
1. The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of an exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade; or
 2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in subsection ‘a’ is more than 10 feet above the lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building. Not included in the maximum height are chimneys, bell towers, steeples, roof equipment, flagpoles, and similar features that are not for human occupancy.

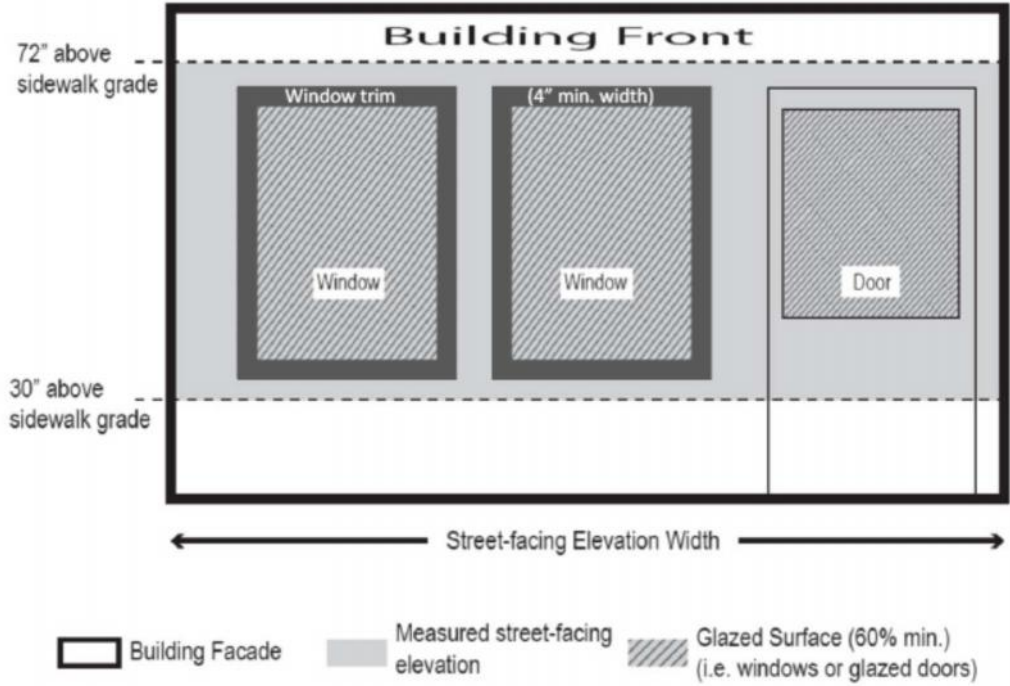
2.2.155 Exterior Building Color

All buildings in the Downtown District shall comply with the following exterior building color standards. The standards are intended to ensure development is compatible with the traditional character of downtown Stanfield. Building exteriors shall comply with the following standards:

- A. **Primary Walls.** Permitted colors include earth tones, creams, and pastels of earth tones conforming to the adopted Color Palettes in Appendix A. The Director will review all proposed

Per the direction received at the September 20th open house and work session, the draft language is based on the approach used by the City of Sandy. The approved color palette is included in an appendix to the code.

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<p><u>exterior paint colors to ensure compliance with the approved palette. Unpainted brick, stone, and wood are also permitted.</u></p> <p>B. <u>Trim and Detail.</u> <u>High-intensity primary colors, metallic colors and black or very dark colors may be utilized as trim and detail colors only, not to exceed one (1) percent of the surface area of any elevation. Such color shall not be used as primary wall colors.</u></p> <p>C. <u>Prohibited Colors.</u> <u>Day-glow colors, highly reflective colors, and similar colors are not permitted.</u></p> <p>D. <u>Murals.</u> <u>Nothing in the standards above shall be construed as prohibiting City approved murals.</u></p>	
<p>2..2.160 Design Standards.</p>	<p>As recommended in the Code Amendment Matrix,</p>
<p>A. <u>Purpose and Applicability.</u> <u>The Downtown design standards are intended to provide detailed, human-scale design, while affording flexibility to use a variety of building styles. <u>The standards apply to new buildings and building additions that are subject to site design review.</u> This section applies to all of the following types of buildings:</u></p> <p><u>1. Multi-family housing;</u></p> <p><u>1.2. Public and institutional buildings, except that the standard shall not apply to buildings which are not subject to site design review or those that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and</u></p> <p><u>2.3. Commercial and mixed-use buildings subject to site design review. <u>Residential buildings and the residential portion of mixed use buildings shall comply with Chapter 2.2, Section 180 and the design standards in Chapter 2.1, Section 190.</u></u></p> <p>B. <u>Standards.</u> <u>Non-residential buildings shall comply with the design standards 1 – 9, below. Each of the following standards shall be met. A design feature used to comply with one standard may be used to comply with another standard. <u>The City may approve adjustments to the standards as part of a site design review approval provided that the applicant demonstrates that the proposed adjustment better meets the purpose of the design standards and the zone.</u></u></p> <p><u>1. <u>Building Entrances.</u></u></p> <p>a. <u>All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided.</u></p> <p>b. <u>Ground level pedestrian entrances oriented to a street shall be at least partly transparent for natural surveillance and to encourage an inviting and successful business environment. This standard may be met by providing a door with a window(s), a transom window above the door, or sidelights beside the door.</u></p> <p><u>2. <u>Windows.</u></u> <u>Except as approved for parking structures or accessory structures, the street-facing elevations of buildings shall provide display windows, windowed doors, and where applicable, transom windows to express a storefront character.</u></p> <p>a. <u>For buildings adjacent to the street, the ground floor street-facing elevation(s) shall comprise at least 60 percent transparent windows, measured as a section extending the width of the street-facing elevation between 30 inches and 72 inches above the sidewalk</u></p>	<p>new downtown design standards are proposed to replace the existing standards. The new standards are intended to be clear and objective and avoid the use of discretionary language as much as possible in order to make implementation easier.</p> <p>A. This section has been amended to clarify that it applies to new buildings and “building additions” which are subject to site design review (i.e., building additions of more than 200 square feet). It also clarifies that residential buildings and the residential portion of mixed use buildings are only subject to Sections 2.2.180 and 2.1.190, rather than the design standards of this section.</p> <p>B.1. The proposed building entrance standards are based on those in Model Code.</p> <p>2. The proposed window standards are based on those in the Model Code.</p>

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<p><u>grade. For buildings that are not adjacent to a street, such as those that are setback behind another building and those that are oriented to a civic space (e.g., internal plaza or court), shall meet the 60 percent transparency standard on all elevations abutting civic spaces(s) and on elevations containing a primary entrance.</u></p> <p>b. <u>All side and rear elevations, except for zero-lot line or common wall elevations where windows are not required, shall provide not less than 30 percent transparency.</u></p> <p>Figure 2.2.160B(1) – Ground floor Street-Facing Window Requirement</p>  <p>c. <u>Windows and display cases shall not break the front plane of the building (e.g., projecting display boxes are not allowed). For durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed provided they do not encroach into the pedestrian through-zone.</u></p> <p>d. <u>At a minimum, windows shall contain trim, reveals, recesses, or similar detailing of not less than four inches in width or depth as applicable. The use of decorative detailing and ornamentation around windows (e.g., corbels, medallions, pediments, or similar features) is encouraged.</u></p> <p>e. <u>Window Exceptions. The City may approve an exception to the above standards where existing topography makes compliance impractical. Where an exception to the window transparency requirement is made for parking garages or similar structures, the building design must incorporate openings or other detailing that resembles the window patterns (rhythm and scale).</u></p> <p><u>3. All Elevations of Building. Architectural designs shall show all elevations of a building. Materials used on the front façade must turn the building corners and include at least a portion of the side elevations.</u></p> <p><u>4. Articulation. All building elevations that orient to a street or civic space must have breaks in the wall plane (articulation) of not less than one break for every 30 feet of building length or</u></p>	<p>A new figure has been added.</p> <p>3. The proposed standard is based on the Model Code. The standard could require a specific distance that the materials must “wrap” the corner (e.g., 18’)</p> <p>4. The proposed articulation standards are based on those in the Model Code.</p>

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width, as applicable, as follows:

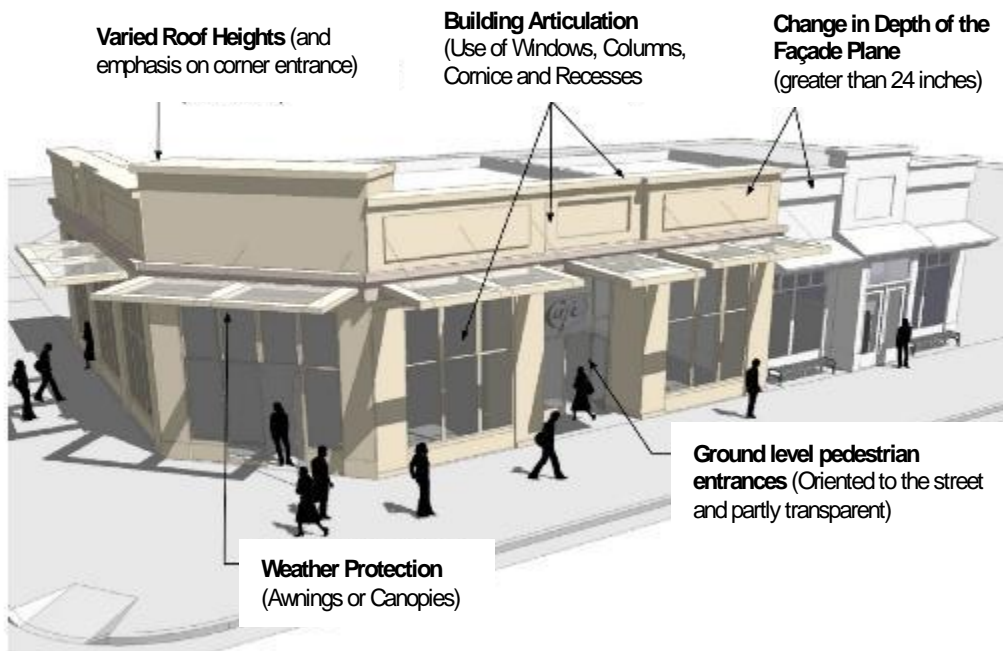
- a. A “break” for the purposes of this subsection is a change in wall plane of not less than 24-inch in depth. Breaks may include but are not limited to an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet this standard.

- b. The City through Site Design Review may approve detailing that does not meet the 24-inch break-in-wall-plane standard where it finds that proposed detailing is more consistent with the architecture of buildings existing in the vicinity.

- c. Building elevations that do not orient to a street or civic space need not comply with the 24-inch break-in-wall-plane standard but should complement the overall building design.


A new figure has been added.

Figure 2.2.160B(2) - Downtown Building Design Elements



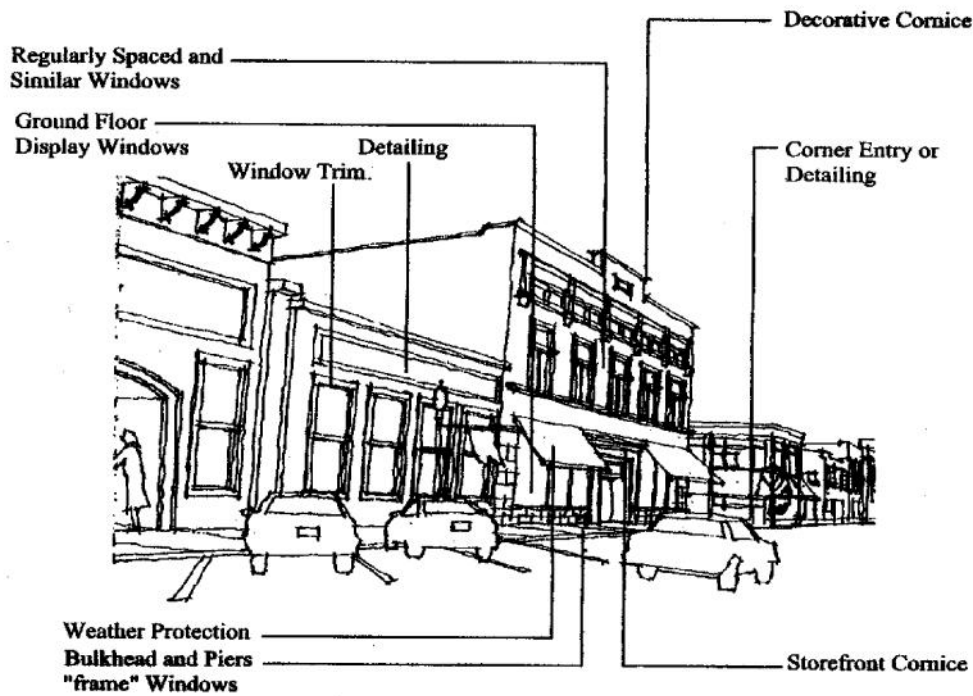
5. The proposed change in materials standard is based on one in the Model Code.

5. Change in Materials. Elevations shall incorporate changes in material that define a building’s base, middle, and top, as applicable, and create visual interest and relief. Side and rear elevations that do not face a street, public parking area, pedestrian access way, or plaza may utilize changes in texture and/or color of materials, provided that the design is consistent with the overall composition of the building.

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<p style="text-align: center;">Figure 2.2.160B(3) –Building Base, Middle and Top</p>  <p><u>6. Defined Upper Story(ies). Building elevations shall contain detailing that visually defines street level building spaces (storefronts) from upper stories. The distinction between street level and upper floors shall be established, for example, through the use of awnings, canopies, belt course, or similar detailing, materials, or fenestration.</u></p> <p><u>7. Minimum Pedestrian Shelter Coverage. Permanent awnings, canopies, recesses, or similar pedestrian shelters shall be provided along at least 75 percent of the ground floor elevation(s) of a building where the building abuts a sidewalk, civic space, or pedestrian access way. Pedestrian shelters used to meet the above standard shall extend at least five feet over the pedestrian area; except that the City, through Site Design Review, may reduce the above standards where it finds that existing right-of-way dimensions, easements, or building code requirements preclude standard shelters. In addition, the above standards do not apply where a building has a ground floor dwelling, as in a mixed-use development or live-work building, and the dwelling has a covered entrance. Pedestrian shelters shall comply with applicable building codes, and shall be designed to be visually compatible with the architecture of a building. If mezzanine or transom windows exist, the shelter shall be below such windows where practical. Where applicable, pedestrian shelters shall be designed to accommodate pedestrian signage (e.g., blade signs), while maintaining required vertical clearance.</u></p> <p><u>8. ATMs and Kiosks. Where ATMs or other kiosks are proposed on any street-facing elevation, they shall be visible from the street for security and have a canopy, awning, or other weather protection shelter.</u></p> <p><u>9. Mechanical Equipment</u></p> <p><u>a. Building Walls. Where mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, is permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened. Standpipes, meters, vaults, and similar equipment need not be screened but shall not be placed on a front elevation when other practical alternatives exist; such equipment shall be placed</u></p>	<p>A new figure has been added.</p> <p>6. The proposed defined upper story standard is based on one in the Model Code.</p> <p>7. The proposed pedestrian shelter standard is based on one in the Model Code. Is 75% coverage appropriate in Stanfield?</p> <p>8. The proposed standard is based on one in the Model Code.</p> <p>9. The proposed mechanical equipment standard is based on one in the Model Code.</p>

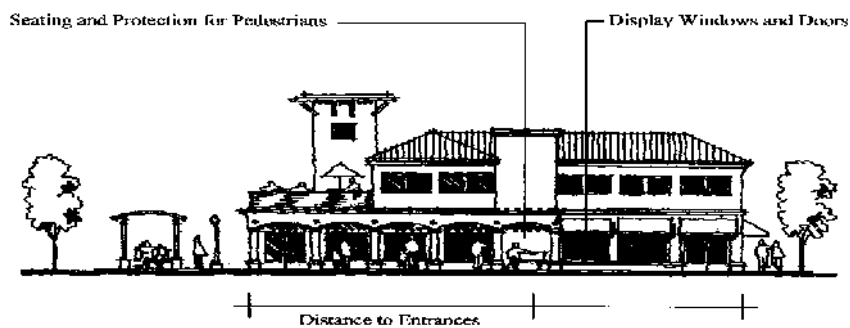
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<p><u>on a side or rear elevation where practical.</u></p> <p>b. <u>Rooftops. Except as provided below, rooftop mechanical units shall be setback or screened behind a parapet wall so that they are not visible from any public right-of-way or civic space. Where such placement and screening is not practicable, the City may approve painting of mechanical units in lieu of screening; such painting may consist of muted, earth-tone colors that make the equipment visually subordinate to the building and adjacent buildings, if any.</u></p> <p>c. <u>Ground-Mounted Mechanical Equipment. Ground-mounted equipment, such as generators, air compressors, trash compactors, and similar equipment, shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings. Hedges, trellises, and similar plantings may also be used as screens where there is adequate air circulation and sunlight, and irrigation is provided. The City may require additional setbacks and noise attenuating equipment for compatibility with adjacent uses.</u></p> <p>C. Additional Standards. <u>All developments subject to this section are also required to conform with additional design standards in Chapter 3 including:</u></p> <p><u>3.1 - Access and Circulation</u></p> <p><u>3.2 - Landscaping, Street Trees, Fences and Walls</u></p> <p><u>3.3 - Vehicle and Bicycle Parking</u></p> <p><u>3.4 - Public Facilities Standards</u></p> <p><u>3.5 - Surface Water Management</u></p> <p><u>3.6 - Other Design Standards</u></p> <p><u>3.7 - Flood Plain Design Standards</u></p> <p><u>3.8 - Loading Standards</u></p> <p>1. Detailed Storefront Design. All buildings shall contribute to the storefront character and visual relatedness of Downtown buildings. This criterion is met by providing all of the following design features listed in a-e, below, along the front building elevation (i.e., facing the street), as applicable.</p> <p>a. Corner building entrances on corner lots. Alternatively, a building entrance may be located away from the corner when the building corner is beveled or incorporates other detailing to reduce the angular appearance of the building at the street corner.</p> <p>b. Regularly spaced and similar shaped windows with window hoods or trim (all building stories).</p> <p>e. Large display windows on the ground floor (non-residential uses only). Display windows shall be framed by bulkheads, piers and a storefront cornice (e.g., separates ground floor from second story, as shown above).</p> <p>d. Decorative cornice at top of building (flat roof) or eaves provided with pitched roof.</p> <p>2. All residential buildings subject to design review shall comply with the Residential District design guidelines, as listed in Chapter 2.1, Section 190.</p> <p>Figure 2.2.160B(1) - Downtown Building Design Elements (Typical)</p>	<p>C. As recommended in the Code Amendment Matrix, at the end of the new section of design standards, a subsection that lists other applicable sections of code, including access and circulation, landscaping, and parking has been added.</p> <p>Propose deleting existing design standards and replacing them with the standards outlined above.</p>

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Note: the example shown above is meant to illustrate required building design elements, and should not be interpreted as a required design style.

Figure 2.2.160B(2) – Design of Large-Scale Buildings and Developments (Typical)




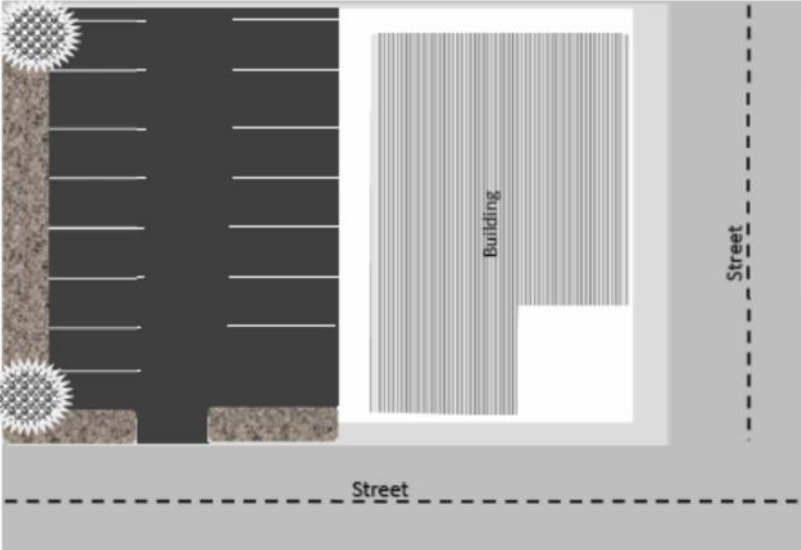
Note: the example shown above is meant to illustrate examples of these building design elements, and should not be interpreted as a required design style.

4. Design of Large-Scale Buildings and Developments. The standards in subsection “c”, below, shall apply to “Large-Scale Buildings and Developments”, as defined in a-b:
 - a. Buildings with greater than 20,000 square feet of enclosed ground-floor space (i.e., “large-scale”). Multi-tenant buildings shall be counted as the sum of all tenant spaces within the same building shell; and
 - b. Multiple-building developments with a combined ground-floor space (enclosed) greater than 40,000 square feet (e.g., shopping centers, public/institutional campuses, and similar

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<p>developments):</p> <p>e. All large-scale buildings and developments, as defined in a-b, shall provide human-scale design by conforming to all of the following criteria:</p> <p>(1) Incorporate changes in building direction (i.e., articulation), and divide large masses into varying heights and sizes, as shown above. Such changes may include building offsets; projections; changes in elevation or horizontal direction; sheltering roofs; terraces; a distinct pattern of divisions in surface materials; and use of windows, screening trees; small-scale lighting (e.g., wall-mounted lighting, or up-lighting); and similar features.</p> <p>(2) Every building elevation adjacent to a street with a horizontal dimension of more than 100 feet, as measured from end-wall to end-wall, shall have a building entrance; except that buildings elevations that are unable to provide an entrance due to the internal function of the building space (e.g., mechanical equipment, areas where the public or employees are not received, etc.) may not be required to meet this standard. Pathways shall connect all entrances to the street right-of-way, in conformance with Chapter 3.1- Access and Circulation.</p>	
<p>2.2.170 - Pedestrian Amenities 2.2.180 - Special Standards for Certain Uses 2.2.190 - Tourist Commercial Sub-District</p>	<p>No changes proposed to these sections.</p>
<p>2.2.200. Off-Street Parking</p> <p><u>A. There is no minimum number of off-street parking spaces required in the Downtown District, however, the “maximum parking” standards of Chapter 3.3 apply.</u></p>	<p>Currently there is no minimum number of off-street parking spaces required in the Downtown District per Ch. 3.3. This section reiterates the existing standard.</p>
<p>Chapter 3.2 — Landscaping, Street Trees, Fences and Walls</p> <p>Sections: 3.2.100 - Purpose 3.2.200 - Landscape Conservation 3.2.300 - New Landscaping 3.2.400 - Street Trees 3.2.500 - Fences and Walls</p>	
<p>3.2.100 - Purpose 3.2.200 - Landscape Conservation</p>	<p>No changes proposed to these sections.</p>
<p>3.2.300 - New Landscaping</p> <p>A. <u>Applicability.</u> This Section shall apply to all developments requiring Site Design Review, and other developments with required landscaping.</p> <p>***</p> <p>E. <u>Landscape Design Standards.</u> All yards, parking lots and required street tree planter strips shall be landscaped in accordance with the provisions of this Chapter (Sections 3.2.100 through 3.2.500). Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space and pathway identification, shading and wind buffering, based on the following standards:</p>	

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<p>1. <u>Yard Setback Landscaping.</u> Landscaping shall satisfy the following criteria:</p> <ul style="list-style-type: none"> a. Provide visual screening and privacy within side and rear yards; while leaving front yards and building entrances mostly visible for security purposes; b. Use shrubs and trees as wind breaks, as appropriate; c. Retain natural vegetation, as practicable; d. Define pedestrian pathways and open space areas with landscape materials; e. Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants; f. Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided; g. Use a combination of plants for year-long color and interest; h. Use landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds. <p>2. <u>Parking areas.</u> A minimum of 5 percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. “Evenly distributed” means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per 10 parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 30 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 15 contiguous parking spaces. All landscaped areas shall have minimum dimensions of 4 feet by 4 feet to ensure adequate soil, water, and space for healthy plant growth.</p> <p>3. <u>Buffering and Screening Required</u> - Buffering and screening are required under the following conditions:</p> <ul style="list-style-type: none"> a. <u>Parking/Maneuvering Area Adjacent to Streets and Drives.</u> Where a parking or maneuvering area is adjacent and parallel to a street or driveway, a decorative wall (masonry or similar quality material), arcade, trellis, evergreen hedge, or similar screen shall be established parallel to the street or driveway. The required wall or screening shall provide breaks, as necessary, to allow for access to the site and sidewalk by pedestrians via pathways. The design of the wall or screening shall also allow for visual surveillance of the site for security. Evergreen hedges used to comply with this standard shall be a minimum of 36 inches in height at maturity, and shall be of such species, number and spacing to provide the required screening within one year after planting. Any areas between the wall/hedge and the street/driveway line shall be landscaped with plants or other ground cover. All walls shall be maintained in good condition, or otherwise replaced by the owner. 	<p>No change to text proposed but new graphics added to</p>

Code Amendments	Commentary
<p data-bbox="316 235 1015 262" style="text-align: center;"><u>Examples of Evergreen Hedge and Low Wall Screening Options</u></p> <div data-bbox="261 285 1062 781" style="display: flex; justify-content: space-around;"></div> <p data-bbox="196 835 1224 1367">b. <u>Parking/Maneuvering Area Adjacent to Building.</u> Where a parking or maneuvering area, or driveway, is adjacent to a building, the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer no less than 2 feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect buildings from being damaged by vehicles. When parking areas are located adjacent to residential ground-floor living space, a landscape buffer is required to fulfill this requirement.</p> <p data-bbox="196 1073 1224 1367">c. <u>Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses.</u> All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas shall be screened from view from all public streets and residential districts. Screening shall be provided by one or more the following: decorative wall (i.e., masonry or similar quality material), evergreen hedge, non-see through fence, or a similar feature that provides a non-see through barrier. Walls, fences, and hedges shall comply with the vision clearance requirements and provide for pedestrian circulation, in accordance with Chapter 3.1 - Access and Circulation. (See Section 3.2.500 for standards related to fences and walls.)</p>	<p data-bbox="1258 235 1502 262">illustrate the existing code.</p>

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<p style="text-align: center;"><u>Example of Parking Lot Landscaping</u></p>  <p style="text-align: right; font-size: small;">Example: Parking Lot Landscaping The building lot in the example is approximately 200 ft by 150 ft deep. The parking area is 90 ft by 150 ft (13,500 sf). This size parking lot requires 675 sf of landscaping (5%). There are 15 spaces so two trees are required. Trees must be in a minimum 4 ft by 4 ft area. A hedge or wall is required between the parking lot and the sidewalk. The applicant has provided more than 675 sf of landscaping in a 4 ft wide strip along the back of the property and 4 ft wide landscape buffers between the parking lot and the street.</p> <p>***</p>	<p>No change to text proposed but new figure has been added to illustrate the existing code.</p>
<p>3.2.400 - Street Trees 3.2.500 - Fences and Walls</p>	<p>No changes proposed to these sections.</p>
<div style="border: 1px solid black; padding: 10px;"> <p style="text-align: center;">Chapter 3.3 — Vehicle and Bicycle Parking</p> <p><u>Sections:</u> 3.3.100 -- Purpose 3.3.200 -- Applicability 3.3.300 -- Vehicle Parking Standards 3.3.400 -- Bicycle Parking Standards</p> </div>	
<p>3.3.100 -- Purpose 3.3.200 -- Applicability</p>	<p>No changes proposed to these sections.</p>
<p>3.3.300 Vehicle Parking Standards.</p> <p>A. <u>Determining the Number of Required Spaces.</u> The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in the Vehicle Parking section. There is no minimum number of off-street parking spaces required in the Downtown District (or in designated historic districts), however, the “maximum parking” standards of this Chapter apply.</p> <p>The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots,</p>	<p>There is currently no section A or B—lettering started at “C”. Amendments would correct the lettering/ heading hierarchy.</p> <p>The Code Amendment Matrix suggested adding a new section that allows new development within the Downtown District to be eligible for a parking reduction. However,</p>

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<p>and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway or landscape area. Credit shall be allowed for “on-street parking”, as provided in the Credit for On-Street Parking section.</p> <p><u>B. Spaces Required by Use.</u></p> <p><u>Residential Uses</u></p> <p>Single family detached housing. 2 parking spaces shall be provided for each detached single family dwelling or manufactured home on an individual lot.</p> <p>Two- and three-family housing. 1.5 spaces per dwelling unit.</p> <p>Multi-family and single family attached housing.</p> <p>a. Studio units or 1-bedroom units less than 500 sq. ft.--1 space/unit. b. 1-bedroom units 500 sq. ft. or larger--1.50 spaces/unit. c. 2-bedroom units--1.75 spaces/unit. d. 3-bedroom or greater units--2.00 spaces/unit. e. Retirement complexes for seniors 55-years or greater--One space per unit.</p> <p>Rooming and boarding houses, dormitories. Two spaces for each three guestrooms, or one per three beds, whichever is more.</p> <p>Senior housing. Same as for retirement complexes.</p> <p>Manufactured home parks. Same as for single family detached housing.</p> <p>Accessory dwelling. None required.</p> <p><u>Commercial Uses</u></p> <p>Auto, boat or trailer sales, retail nurseries and similar bulk retail uses. One space per 1,000 square feet of the first 10,000 square feet of gross land area; plus one space per 5,000 square feet for the excess over 10,000 square feet of gross land area; and one space per two employees.</p> <p>Business, general retail, personal services. General - one space for 350 square feet of gross floor area. Furniture and appliances - one space per 750 square feet of gross floor area.</p> <p>Chapels and mortuaries. One space per four fixed seats in the main chapel.</p> <p>Hotels and motels. One space for each guest room, plus one space for the manager.</p> <p>Offices. Medical and Dental Offices - one space per 350 square feet of gross floor area; General Offices - one space per 450 square feet of gross floor area.</p> <p>Restaurants, bars, ice cream parlors and similar uses. One space per four seats or one space per 100-sq. ft. of gross leasable floor area, whichever is less.</p> <p>Theaters, auditoriums, stadiums, gymnasiums, similar uses. One space per four seats.</p> <p><u>Industrial Uses</u></p> <p>Industrial uses, except warehousing. One space per two employees on the largest shift or for each 700 square feet of gross floor area, whichever is less, plus one space per company vehicle.</p> <p>Warehousing. One space per 1,000 square feet of gross floor area or for each two employees, whichever is greater, plus one space per company vehicle.</p> <p>Public utilities (gas, water, telephone, etc.), not including business offices. One space per two employees on the largest shift, plus one space per company vehicle; a minimum of two spaces is required.</p>	<p>currently there is no minimum number of off-street parking spaces required in the Downtown District. Amendments would clarify this point.</p>

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<p><u>Public and Institutional Uses</u></p> <p>Child care centers having 13 or more children. One space per two employees; a minimum of two spaces is required.</p> <p>Churches and similar places of worship. One space per four seats.</p> <p>Golf courses, except miniature. Eight spaces per hole, plus additional spaces for auxiliary uses set forth in this section. Miniature golf courses -four spaces per hole.</p> <p>Hospitals. Two spaces per patient bed.</p> <p>Nursing and convalescent homes. One space per three patient beds.</p> <p>Rest homes, homes for the aged, or assisted living. One space per two patient beds or one space per apartment unit.</p> <p>Schools, elementary and junior high. One and one-half space per classroom, or the requirements for public assembly areas as set forth herein, whichever is greater.</p> <p>High schools. One and one-half spaces per classroom, plus one space per 10 students the school is designed to accommodate, or the requirements for public assembly as set forth herein, whichever is greater.</p> <p>Colleges, universities and trade schools. One and one-half spaces per classroom, plus one space per five students the school is designed to accommodate, plus requirements for on-campus student housing.</p> <p><u>Unspecified Uses</u></p> <p>Where a use is not specifically listed in this table, parking requirements shall be determined by finding that a use is similar to those listed in terms of parking needs.</p> <p><u>On-Street Parking Credit.</u> The amount of off-street parking required shall be reduced by one off-street parking space for every on-street parking space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City, ODOT and/or County standards. The following constitutes an on-street parking space:</p> <ol style="list-style-type: none"> a. Parallel parking, each 24 feet of uninterrupted curb; b. 45 degree diagonal, each with 14 feet of curb; c. 90 degree (perpendicular) parking, each with 12 feet of curb; d. Curb space must be connected to the lot, which contains the use; e. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and f. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted. <p>C. <u>Parking Location and Shared Parking.</u></p> <ol style="list-style-type: none"> 1. <u>Location.</u> Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Chapter 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). (See also, Chapter 3.1 - Access and Circulation). 2. <u>Off-site parking.</u> Except for single family dwellings, the vehicle parking spaces required by 	

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<p>this Chapter may be located on another parcel of land, provided the parcel is within 500 feet of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.</p> <p>3. <u>Mixed uses</u>. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.</p> <p>4. <u>Shared parking</u>. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.</p> <p>5. <u>Availability of facilities</u>. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 3.6.</p> <p>D. <u>Maximum Number of Parking Spaces</u>. The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this Section by more than 10%. Spaces provided on street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, <u>do may</u> not apply towards the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number. <u>In locations where no minimum parking is required (e.g., Downtown District), the maximum number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the minimum number of spaces specified in subsection (B) by more than 10%.</u></p> <p>****</p>	<p>D. The amendments to this section are intended to clarify that parking maximums are calculated the same way throughout the entire city even when the minimum parking required is zero.</p>
<p>3.3.400 -- Bicycle Parking Standards</p>	<p>No changes proposed to this section.</p>
<p>Chapter 4.2 — Development Review and Site Design Review</p> <p><u>Sections:</u> 4.2.100 - Purpose 4.2.200 - Applicability 4.2.300 - Development Review Approval Criteria 4.2.400 - Site Design Review - Application Review Procedure 4.2.500 - Site Design Review - Application Submission Requirements 4.2.600 - Site Design Review Approval Criteria 4.2.700 - Bonding and Assurances 4.2.800 - Development in Accordance With Permit Approval</p>	

Code Amendments	Commentary
<p>4.2.100 - Purpose</p>	<p>No changes proposed to this section.</p>
<p>4.2.200 Applicability.</p> <p>Development Review or Site Design Review shall be required for all new developments and modifications of existing developments described below. Regular maintenance, repair and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing, and similar maintenance and repair shall be exempt <u>except that any changes to the exterior color of buildings in the Downtown District shall be in compliance with Section 2.2.155.</u></p> <p>A. Site Design Review. <u>Site Design Review may be done through either Type II or Type III review process. Site Design Review is a discretionary review conducted by the City Manager without a public hearing.</u> (See section 4.2.400B for thresholds for Type II and Type III reviews and Chapter 4.1 for review procedure). Site Design Review applies to all developments in the City, except those specifically listed under “B” (Development Review). Site Design Review ensures compliance with the basic development standards of the land use district (e.g., building setbacks, lot coverage, maximum building height), as well as the more detailed design standards and public improvement requirements in Chapters 2 and 3.</p> <p>***</p>	<p>Amendment clarifies that changes to building color must still be in compliance with the color regulations for the Downtown.</p> <p>A. As recommended in the Code Amendment Matrix, this section has been amended to state that site design review may be done through either Type II or Type III review process and to include a reference to Section 4.2.400.B which provides the thresholds for Type II versus Type III reviews.</p>
<p>4.2.300 - Development Review Approval Criteria</p>	<p>No changes proposed to this section.</p>
<p>4.2.400 Site Design Review - Application Review Procedure.</p> <p>A. Site Design Review shall be conducted as a Type II or a Type III procedure as specified in “B”, using the procedures in Chapter 4.1, and using the approval criteria contained in Section 4.2.500.</p> <p>B. Site Design Review – Determination of Type II Applications. Applications for Site Design Review shall be subject to Type II or Type III review, based on the following criteria</p> <ol style="list-style-type: none"> 1. Residential buildings with 3 or fewer dwelling units shall be reviewed as a Type II application, except when Development Review is allowed under Section 4.2.2004.2.300. Residential buildings with more than 3 units shall be reviewed as a Type III application. 2. Commercial, industrial, public/semi-public, and institutional buildings with 5,000 square feet of gross floor area or less shall be reviewed as a Type II application, except when Development Review is allowed under Section 4.2.2004.2.300. Commercial, industrial, public/semi-public, and institutional buildings with more than 5,000 square feet of gross floor area shall be reviewed as a Type III application. 3. Developments with more than one building (e.g., two duplex buildings or an industrial building with accessory workshop) shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections 1 and 2, above. 4. Developments with 4 or fewer required off-street vehicle parking spaces in conformance with Chapter 3.3 shall be reviewed as Type II applications, and those with more than 4 off-street vehicle parking spaces shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections 1-3 (above) and 5-6 (below). 	<p>B. As recommended in the Code Amendment Matrix, the proposed amendments delete threshold number 3 beginning with “Developments with more than one building. . .” and threshold number 4 beginning with “Developments with 4 or fewer required off-street parking spaces. . .” All references to 4.2.200 have been corrected.</p>

Stanfield Code Assistance
 Draft Plan and Code Amendments (Task 5.2)

Code Amendments	Commentary
<p><u>3.5.</u> Developments involving the clearing and/or grading of ½ acre or a larger area shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections 1-5 (above) and subsection 6 (below).</p> <p><u>4.6.</u> All developments in designated sensitive land districts shall be reviewed as Type III applications.</p>	
<p>4.2.500 - Site Design Review - Application Submission Requirements 4.2.600 - Site Design Review Approval Criteria 4.2.700 - Bonding and Assurances 4.2.800 - Development in Accordance With Permit Approval</p>	<p>No changes proposed to these sections.</p>

Draft Transportation System Plan Amendments	Commentary
<p style="text-align: center;">CHAPTER 2: PRELIMINARY GOALS AND OBJECTIVES</p> <p>The purpose of the TSP is to provide a guide for Stanfield to meet its transportation goals and objectives. The following goals and objectives were developed from information contained in the city's Comprehensive Plan and reflect public concerns as expressed during public meetings. An overall goal was drawn from the plan, along with more specific goals and objectives. Throughout the planning process, each element of the plan was evaluated against these parameters.</p> <p>OVERALL TRANSPORTATION GOAL To provide and encourage a safe, convenient, and economic transportation system.</p> <p>Goal 1 Preserve the function, capacity, level of service, and safety of the highways.</p> <p><i>Objectives</i></p> <ul style="list-style-type: none"> A. Develop access management standards. B. Develop alternative, parallel routes where practical. C. Promote alternative modes of transportation. D. Promote transportation demand management programs. E. Promote transportation system management. F. Develop procedures to minimize impacts and to protect transportation facilities, corridors, or sites during the development review process. G. Limit access to and from US 395, north of Harding Avenue and south of Ball Avenue, and require the provision of streets parallel to the highway to serve those areas as development occurs. <p>Goal 2 Ensure that the road system within the City is adequate to meet public needs, including those of the transportation disadvantaged.</p> <p><i>Objectives</i></p> <ul style="list-style-type: none"> A. Meet identified maintenance level of service standards on the county and state highway systems. B. Require street improvements and construction as part of development approval. C. Develop and adhere to a five-year road program for maintenance and improvement of the existing city road system. D. Review and revise, if necessary, street cross section standards for local, collector, and arterial streets to enhance safety and mobility. E. Develop access management strategies for city roads of high importance to the community. F. Evaluate the need for traffic control devices. G. Evaluate the safety of the street system and develop plans to mitigate any safety hazards. H. Encourage the provision of transportation alternatives for elderly and handicapped citizens. <p>Goal 3 Improve coordination among Stanfield and nearby cities, the Oregon Department of Transportation (ODOT), the US Forest Service (USFS), the Federal Highway</p>	<p>Existing TSP policies.</p>

<p>Administration (FHWA), and the county.</p> <p>Objectives</p> <ul style="list-style-type: none"> A. Work with Umatilla County to coordinate roadway maintenance and improvements and to develop joint policies concerning local roads and streets within the Urban Growth Boundary. B. Cooperate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP). C. Work with ODOT to minimize conflicts between through and local traffic on US 395. D. Work with the county in establishing right-of-way needed for new roads identified in the Transportation System Plans. E. Take advantage of federal and state highway funding programs. F. Encourage the county and ODOT to improve the existing road systems to and within the City. G. Consider pooling resources with other cities and the county to provide services that benefit areas both in and outside the City. <p>Goal 4 Increase the use of alternative modes of transportation (walking, bicycling, and public transportation) through improved access, safety, and service.</p> <p>Objectives</p> <ul style="list-style-type: none"> A. Cooperate with other cities and the county to encourage the provision of inter-city transit service. B. Require sidewalks on all new or upgraded streets. C. Create a bicycle and pedestrian master plan linking residential areas with schools, parks, and shopping, and employment. Explore opportunities for bicycle facilities and coordinate with the county bicycle planning efforts. D. Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation. E. Utilize local improvement districts (LIDs) when possible to provide sidewalks and curbs for local neighborhoods. <p>Goal 5 Encourage the continued and improved rail transportation of goods and reinstatement of rail passenger service.</p> <p>Objectives</p> <ul style="list-style-type: none"> A. Encourage industry to locate in areas that are, or can be, served by the railroad. B. Work with Union Pacific Railroad to develop an alternate road access into the Hinkle Railyard and other Railroad industrial lands within the UGB. C. Encourage the reinstatement of passenger rail service to the Hermiston Amtrak Terminal. 	
<p><u>Goal 6</u> <u>Revitalize Stanfield’s downtown Main Street/US 395 corridor as the heart of the city by promoting efficient use of downtown property, a vibrant mixture of uses, and an array of travel options for residents and visitors.</u></p> <p><u>Objectives</u></p> <ul style="list-style-type: none"> A. <u>Promote the Main Street corridor (Main Street between Harding Avenue and Ball Avenue,</u> 	<p>Proposed new Goal #6 and objectives for the TSP.</p>

with the intersection of Main and Coe as the focal point, and including the first block of Coe Avenue to both the east and the west of Main Street), as both a social and commercial space for residents and visitors through a mix of year-round community activities and public investment actions.

- B. Create an Action Plan that identifies strategic planning actions, public realm improvements and other community investments that will facilitate Main Street corridor revitalization.
- C. Capitalize on ODOT’s Special Transportation Area (“STA”) designation of the Main Street corridor as a compact development district located on the state highway, which functions as a traditional Main Street accommodating pedestrian, bicycle and transit movement parallel to and across the highway.
- D. Actively engage with the Oregon Parks and Recreation Department Oregon Main Street program, seeking technical assistance and support for City-sponsored Main Street activities.
- E. Engage a consultant to prepare public streetscape design guidelines focusing on the Main Street corridor.
- F. Establish a façade improvement matching grant program through the City that is open to Main Street corridor business owners and residents as funding allows. Consider a City pilot façade improvement program for public property improvements along the Main Street corridor (e.g., City Hall, police station, water tower).