

Chapter 2.2 — Downtown (DD) District

Sections:

- 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
- 2.2.155 - Exterior Building Color
- 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

2.2.100 Purpose.

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:

- Efficient use of land and urban services;
- A pleasant, safe and convenient pedestrian environment;
- A mixture of land uses to encourage walking as an alternative to driving, and provide more employment and housing options;
- Both formal and informal community gathering places;
- A distinct storefront character which identifies Downtown;
- Connections to neighborhoods and other employment areas;
- Opportunities for visitor accommodations and tourism amenities.

2.2.110 Permitted Land Uses.

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. Development Review or Site Design Review shall be required for new developments and modifications of existing developments in accordance with Chapter 4.2.

B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 - Interpretations.

2.2.110 Permitted Land Uses. (continued)

**Table 2.2.110.A
Land Uses and Building Types Permitted in the Downtown District**

Use	Applicable Standards
<p>1. Residential <i>Single-family</i> a. Single-family detached housing (existing housing only) b. Accessory dwellings c. Manufactured homes – individual lots (existing housing only) <i>Multi-family</i> d. Multi-family housing <i>Residential care</i> e. Residential care homes and facilities f. Family daycare (12 or fewer children)</p>	<p>Residential uses are subject to standards in Section 2.2.180</p>
<p>2. Home occupations</p>	<p>Home occupations are subject to standards in Section 2.1.200</p>
<p>3. Bed & breakfast inns</p>	<p>B&Bs are subject to standards in Section 2.2.180 and require a Conditional Use Permit per Chapter 4.4</p>
<p>4. Public and Institutional: 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 (when a stand-alone use) f. Private utilities g. Public parks and recreational facilities h. Schools (public and private) i. Special district facilities j Transportation Facilities and Improvements: 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; and</p>	<p>Public and Institutional Uses are subject to standards in Section 2.2.180</p> <p>Public parking lots and garages (4.e) require a Conditional Use Permit per Chapter 4.4</p> <p>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</p>

**Table 2.2.110.A
Land Uses and Building Types Permitted in the Downtown District**

Use	Applicable Standards
8. Transportation projects that are not designed and constructed as part of an approved subdivision or partition. k. Telecommunications equipment (including wireless) l. Uses similar to those listed above	Telecommunications equipment (4.k) requires a Conditional Use Permit per Chapter 4.4 Similar uses (4.1) may require a Conditional Use Permit if required for similar use
5. Accessory Uses and Structures	Accessory uses and structures are subject to standards in Section 2.2.180
6. Commercial: a. Auto-dependent and auto-oriented uses and facilities (including drive-up, drive-in, and drive-through facilities) 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	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 Mixed use (6.e) is subject to standards in Section 2.2.180 Similar uses (6.j) may require a Conditional Use Permit as applicable
7.4. Industrial: Light manufacture (e.g., small-scale crafts, electronic equipment, bakery, furniture, similar goods when in conjunction with retail)	Industrial uses are subject to standards in Section 2.2.180

C. Land Uses Prohibited in the Downtown District Only uses specifically listed in Table 2.2.110.A, and uses similar to those in Table 2.2.110.A, are permitted in this district. The following uses are expressly prohibited: heavy industrial uses.

2.2.120 Building Setbacks.

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.

2.2.121 Building Setbacks. *(continued)*

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.

A. Front Yard Setbacks.

1. **Minimum Setback.** There is no minimum front yard setback required.
2. **Maximum Setback.** 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.)

B. Rear Yard Setbacks.

1. **Minimum Setback.** 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. **Through-Lots.** For buildings on through-lots (lots with front and rear frontage onto a street), the front yard setbacks in "A" above shall apply.

C. Side Yard Setbacks. 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.

D. Setback Exceptions. 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.

2.2.130 Lot Coverage.

A. Lot Coverage. 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.

2.2.140 Building Orientation.

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.

A. Applicability. This Section applies to new Land Divisions and all of the following types of development (i.e., those subject to Site Design Review):

1. Multi-family housing;
2. Public and institutional buildings, except that the standard shall not apply to buildings which are 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.

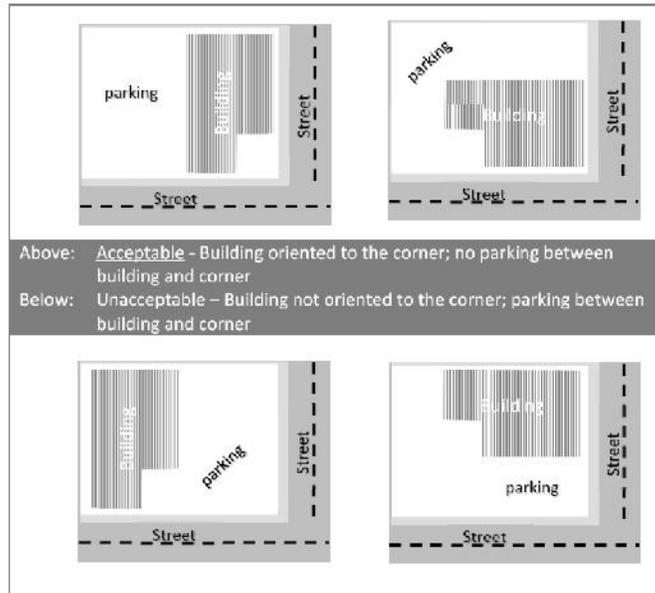
Compliance with all of the provisions of subsections B through D, below, shall be required.

B. Building Orientation Standard. 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:

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.

2.2.140 Building Orientation. *(continued)*

Figure 2.2.140B – Building Orientation on Corner Lots

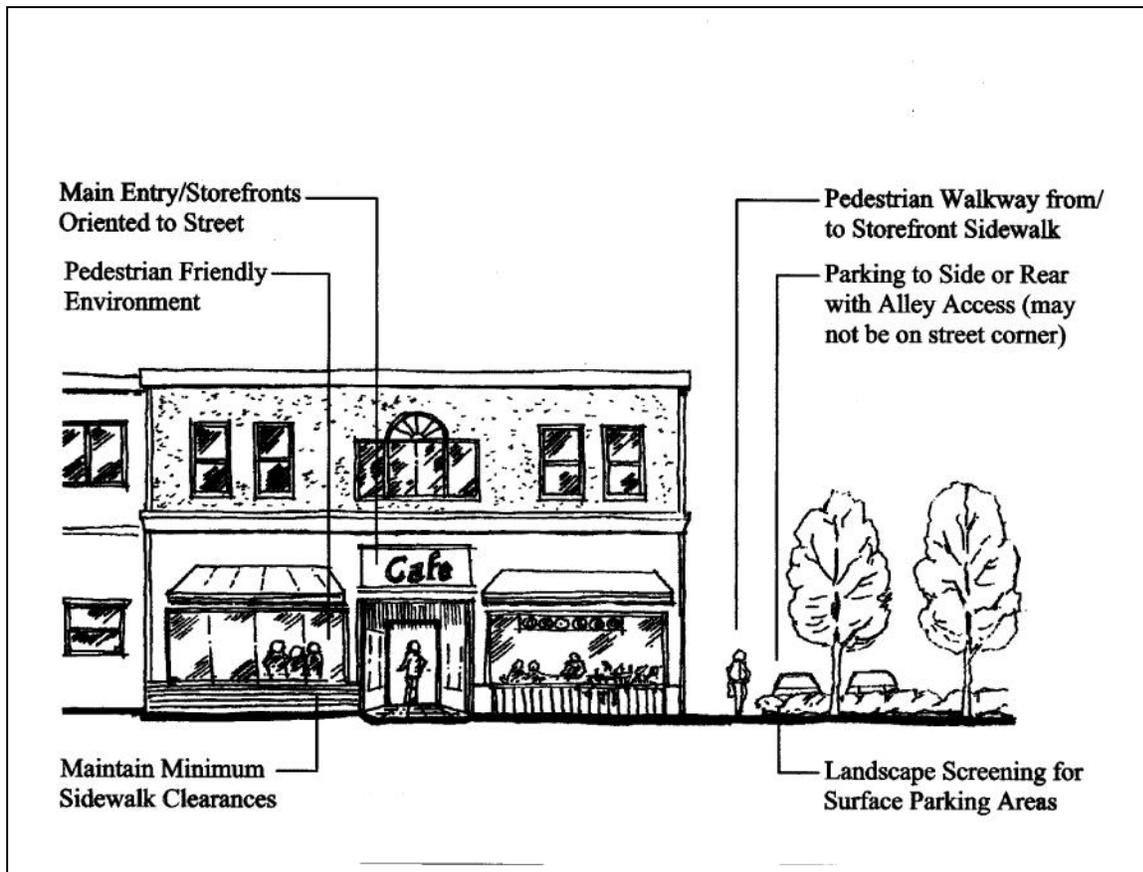


3. Off-street parking, driveways or other vehicular circulation shall not be placed between a building and the street that is used to comply with subsection ‘2’ above. On corner lots, buildings and their entrances shall be oriented to the street corner, as shown above; parking, driveways and other vehicle areas shall be prohibited between buildings and street corners.

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 .

2.2.140 Building Orientation. *(continued)*

Figure 2.2.140D - Building Orientation (Typical)

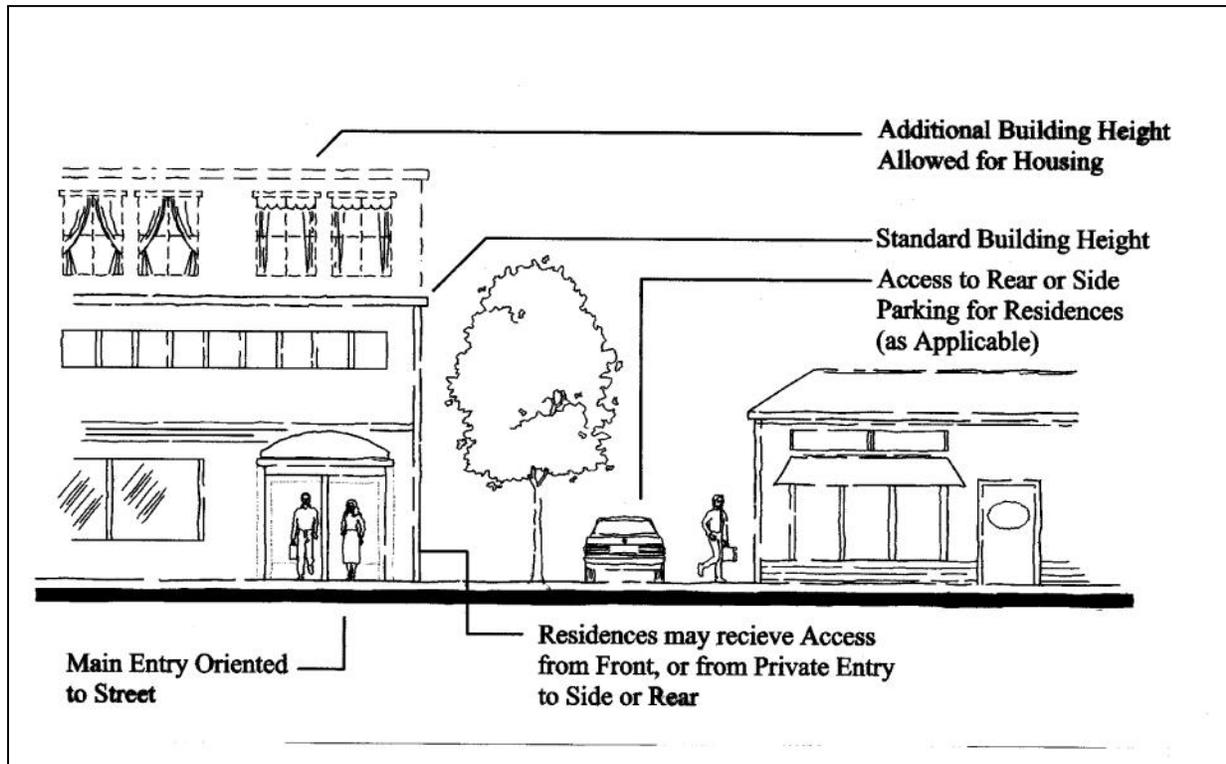


D. Continuous Building Frontage. Buildings shall be built to the property lines on either side so as to create a continuous line of storefronts. Access may be provided to the rear parking areas of the shops, offices etc. by an internal walkway.

E. Variances. The standards of this Section shall not be changed through a Class A Variance. The standard may be varied to address topographic or other physical constraints, in accordance with the provisions for Class B or C variances in Chapter 5.

2.2.150 Building Height.

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:

2.2.151 Building Height. *(continued)*
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 exterior paint colors to ensure compliance with the approved palette. Unpainted brick, stone, and natural wood siding (excluding exposed underlayment) are also permitted.
- B. Trim and Detail.** 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.
- C. Prohibited Colors.** Day-glow colors, highly reflective colors, and similar colors are not permitted.
- D. Murals.** Nothing in the standards above shall be construed as prohibiting City approved murals.

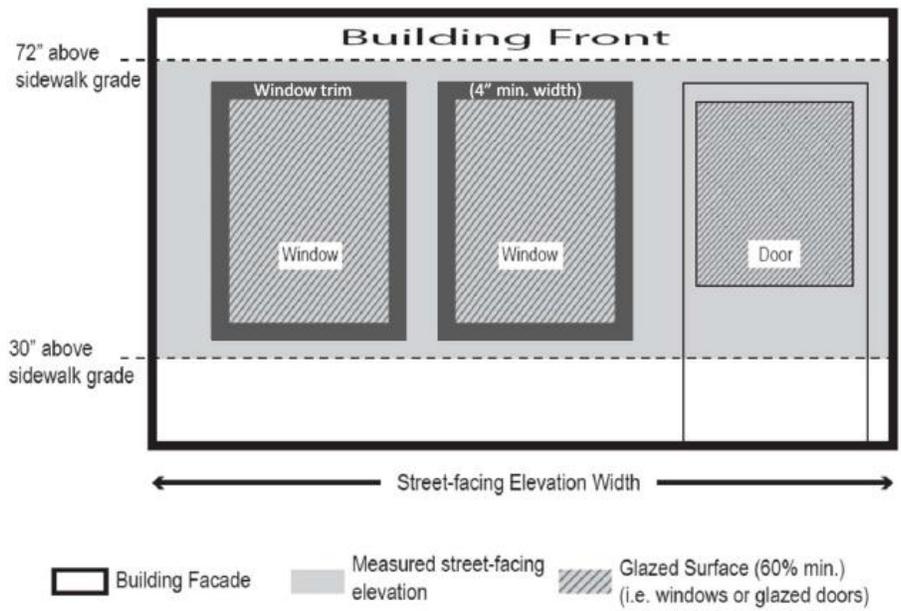
2.2.160 Design Standards.

- A. Purpose and Applicability.** The Downtown design standards are intended to provide detailed, human-scale design, while affording flexibility to use a variety of building styles. The standards apply to new buildings and building additions that are subject to site design review. This section applies to all of the following types of buildings:
 - 1. Public and institutional buildings, except that the standard shall not apply to buildings that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and
 - 2. Commercial and mixed-use buildings subject. 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.
- B. Standards.** Non-residential buildings shall comply with the design standards 1 – 9, below. A design feature used to comply with one standard may be used to comply with another standard. 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.
 - 1. Building Entrances.
 - a. All primary building entrances shall open to the sidewalk (where feasible) 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.

2.2.161 Design Standards. *(continued)*

- b. 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.
2. Windows. 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.
- a. 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 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.
 - b. 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.

Figure 2.2.160B(1) – Ground floor Street-Facing Window Requirement



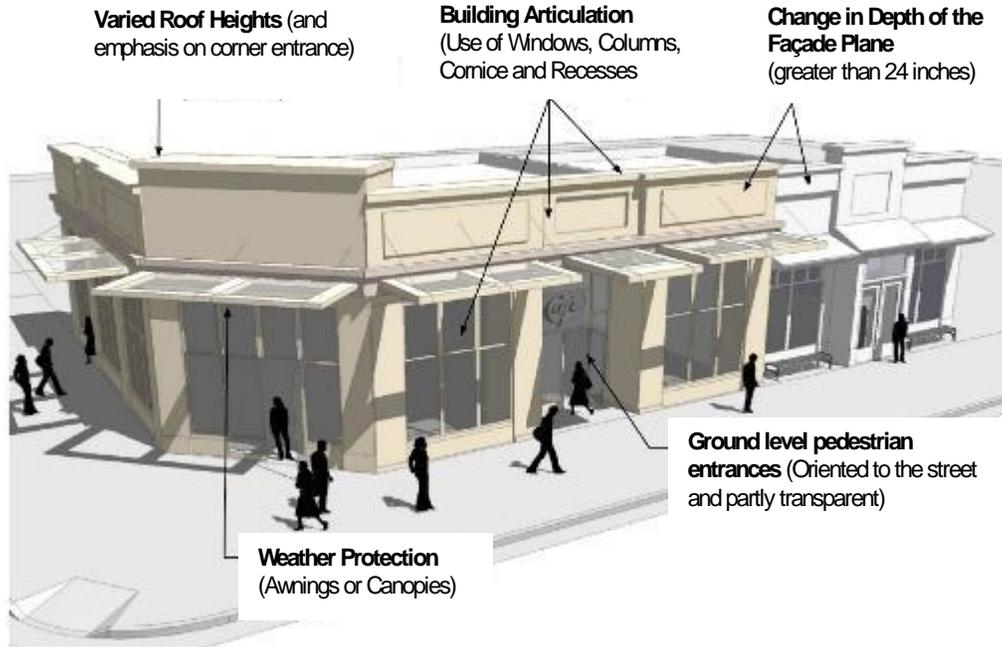
- c. Windows and display cases shall not break the front plane of the building (e.g., projecting display boxes are not allowed). For durability and aesthetic reasons, display cases, when provided, shall be flush with the building façade (not affixed to the exterior) and integrated into the building design with trim or other detailing. Window flower boxes are allowed provided they do not encroach into the pedestrian through-zone.

2.2.162 Design Standards. *(continued)*

- d. 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.
 - e. 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).
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.
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 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.

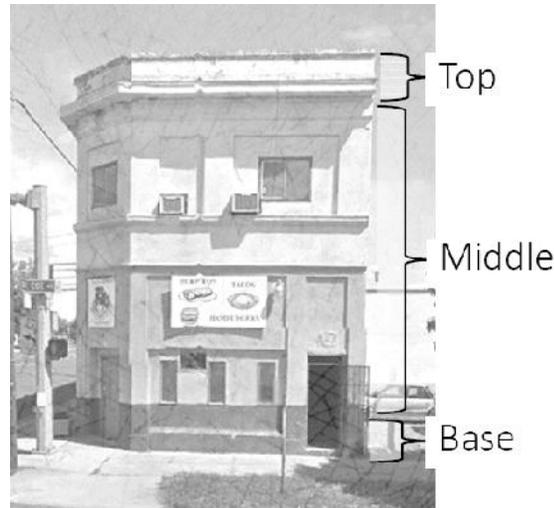
2.2.163 Design Standards. *(continued)*

Figure 2.2.160B(2) - Downtown Building Design Elements



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.

2.2.164 Design Standards. <i>(continued)</i>

Figure 2.2.160B(3) –Building Base, Middle and Top

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.

7. **Minimum Pedestrian Shelter Coverage.** Permanent awnings, canopies, recesses, or similar pedestrian shelters shall be provided and maintained in good condition along at least 50 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.

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.

2.2.165 Design Standards. *(continued)*

9. Mechanical Equipment

- 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 on a side or rear elevation where practical.
- b. **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.
- c. **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.

C. Additional Standards. All developments subject to this section are also required to conform with additional design standards in Chapter 3 including:

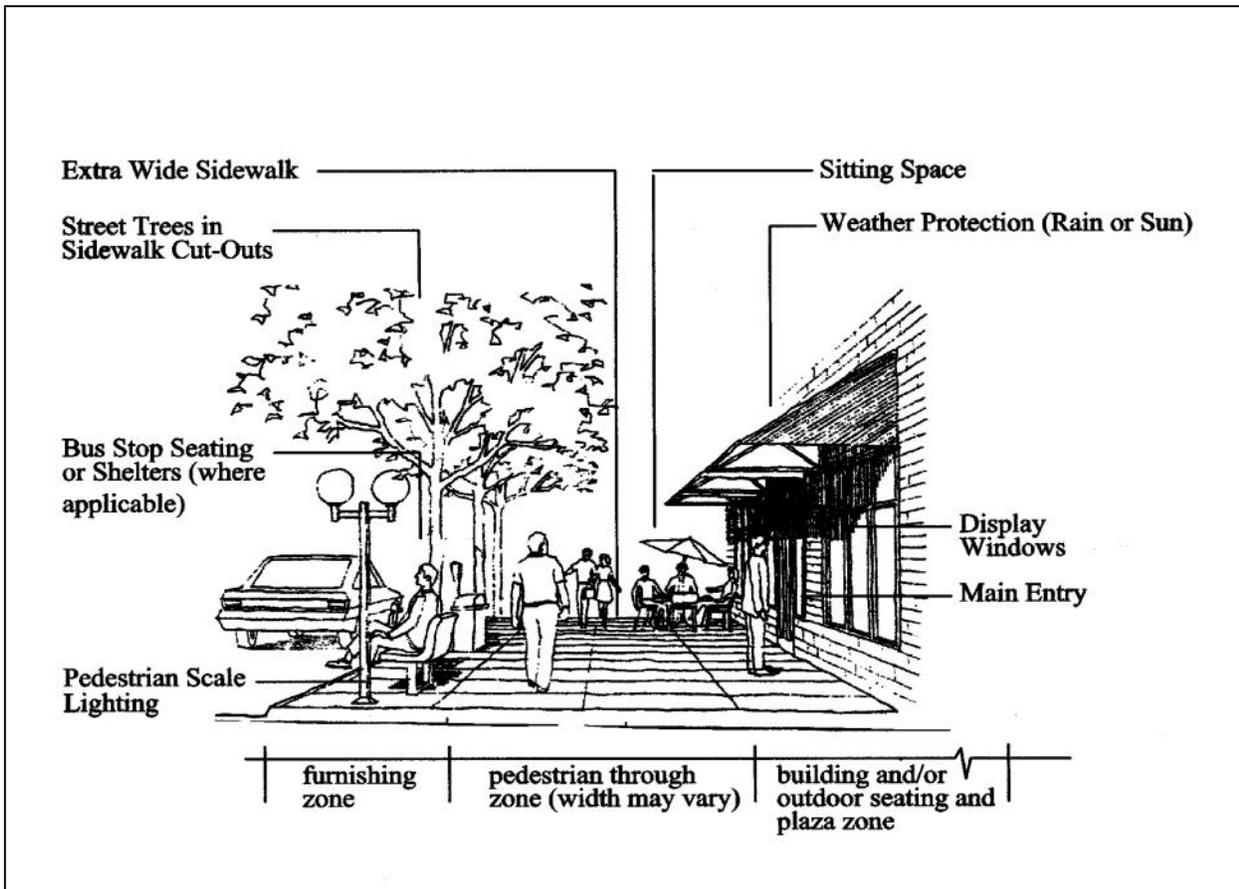
- 3.1 - Access and Circulation
- 3.2 - Landscaping, Street Trees, Fences and Walls
- 3.3 - Vehicle and Bicycle Parking
- 3.4 - Public Facilities Standards
- 3.5 - Surface Water Management
- 3.6 - Other Design Standards
- 3.7 - Flood Plain Design Standards
- 3.8 - Loading Standards

2.2.170 Pedestrian Amenities.

A. Purpose and Applicability. This section is intended to complement the building orientation standards in Section 2.2.140, and the street standards in Chapter 3.1, by providing comfortable and inviting pedestrian spaces within the Downtown District. Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of the City’s Downtown, and contribute to a walkable district. This section applies to all of the following types of buildings:

1. Multi-family housing;
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
3. Commercial and mixed-use buildings subject to site design review.

Figure 2.2.170 - Pedestrian Amenities (Typical)



Note: the example shown above is meant to illustrate examples of pedestrian amenities. Other types of amenities and designs may be used.

2.2.170 Pedestrian Amenities *(continued)*

B. Pedestrian Amenity Standards. Every development shall provide one or more of the “pedestrian amenities” listed below and illustrated above. Pedestrian amenities may be provided within a public right-of-way (i.e., on the sidewalk, curb, or street pavement) when approved by the City (for city streets), Umatilla County (for County roads), or the Oregon Department of Transportation (“ODOT”)(for state highways).

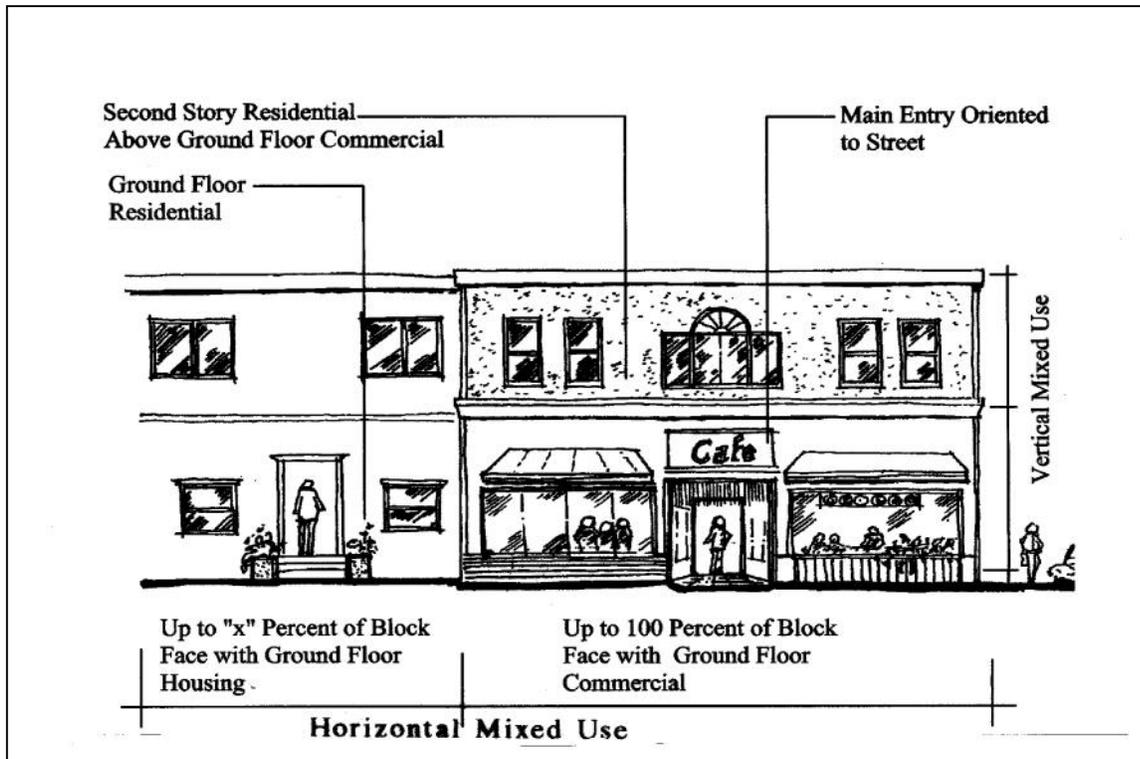
1. A plaza, courtyard, square or extra-wide sidewalk next to the building entrance (minimum width of 8 feet);
2. Sitting space (i.e., dining area, benches or ledges between the building entrance and sidewalk (minimum of 16 inches in height and 30 inches in width));
3. Building canopy, awning, pergola, or similar weather protection (minimum projection of 4 feet over a sidewalk or other pedestrian space).
4. Public art which incorporates seating (e.g., fountain, sculpture, etc.).

2.2.180 Special Standards for Certain Uses.

This section supplements the standards contained Sections 2.2.100 through 2.2.170. It provides standards for the following land uses in order to control the scale and compatibility of those uses within the Downtown District:

- Residential Uses
- Bed and Breakfast Inns
- Public and Institutional Uses
- Accessory Uses and Structures
- Automobile-Oriented Uses and Facilities
- Outdoor Storage and Display
- Light Manufacture

A. Residential Uses. Higher density residential uses, such as multi-family buildings are permitted in order to encourage housing near employment, shopping and services. All residential developments shall comply with the standards in 1-6, below, which are intended to require mixed use development; conserve the community’s supply of commercial land for commercial uses; provide for designs which are compatible with a storefront character; avoid or minimize impacts associated with traffic and parking; and ensure proper management and maintenance of common areas. Residential uses that existed prior to the effective date of this code are exempt from this Section.

2.2.180 Special Standards for Certain Uses. (continued)
Figure 2.2.180A - Mixed Use Development in the Downtown District


1. **Mixed Use Development Required.** Residential uses shall be permitted only when part of a mixed-use development (residential with commercial or public/institutional use). Both “vertical” mixed use (housing above the ground floor), and “horizontal” mixed-use (housing on the ground floor) developments are allowed, subject to the standards in 2-6.
2. **Limitation on street-level housing.** No more than 50 percent of a single street frontage may be occupied by residential uses. This standard is intended to reserve storefront space for commercial uses and public/institutional uses; it does not limit residential uses above the street level on upper stories, or behind street-level storefronts. For parcels with street access at more than one level (e.g., sloping sites with two street frontages), the limitation on residential building space shall apply to all street frontages.
3. **Density.** There is no minimum or maximum residential density standard. Density shall be controlled by the applicable lot coverage and building height standards.
4. **Parking, Garages, and Driveways.** All off-street vehicle parking, including surface lots and garages, shall be oriented to alleys, placed underground, placed in structures above the ground floor, or located in parking areas located behind or to the side of the building; except that side-yards facing a street (i.e., corner yards) shall not be used for surface parking. All garage

2.2.180 Special Standards for Certain Uses. *(continued)*

entrances facing a street (e.g., underground or structured parking) shall be recessed behind the front building elevation by a minimum of 4 feet. On corner lots, garage entrances shall be oriented to a side-street (i.e., away from Main Street) when access cannot be provided from an alley.

5. Creation of Alleys. When a subdivision is proposed, a public or private alley shall be created for the purpose of vehicle access. Alleys are not required when existing development patterns or topography make construction of an alley impracticable. As part of a subdivision, the City may require dedication of right-of-way or easements, and construction of pathways between townhome lots (e.g., between building breaks) to provide pedestrian connections through a development site, in conformance with Chapter 3.1- Access and Circulation.
6. Common Areas. All common areas (e.g., walkways, drives, courtyards, private alleys, parking courts, etc.) and building exteriors shall be maintained by a homeowners association or other legal entity. Copies of any applicable covenants, restrictions and conditions shall be recorded and provided to the city prior to building permit approval.

B. Bed and Breakfast Inns and Vacation Rentals

1. Purpose. The purpose of this section is to provide standards for the establishment of a bed and breakfast inn.
2. Accessory Use. A bed and breakfast inn must be an accessory to a household already occupying the structure as a residence.
3. Maximum size. The bed and breakfast structure is limited to a maximum of 4 bedrooms for guests and a maximum of 6 guests per night.
4. Employees. The bed and breakfast facility may have up to 2 non-resident employees for the facility.
5. Food Service. Food services may only be provided to overnight guests of the bed and breakfast inn.
6. Owner-occupied. The bed and breakfast inn shall be owner-occupied and shall maintain the exterior physical characteristics of a single-family dwelling. No separate structures shall be allowed (except for usual residential accessory buildings such as sheds, or detached garages).
7. Signs. Signs must meet the standards in Chapter 3, Signs.
8. Monitoring. All bed and breakfast inns must maintain a guest logbook. It must include the names and home addresses of guests, guests' license plate numbers if travelling by car, dates of stay and the room number of each guest. The log must be available for inspection by City staff upon request.

2.2.180 Special Standards for Certain Uses (continued)**C. Public and Institutional Uses.**

Public and institutional uses (as listed in Table 2.2.110.A) are allowed in the Downtown District, except that automobile-oriented uses shall comply with the standards in “E”, below. Typical automobile oriented uses in this category include public works yards, equipment storage and repair, school bus companies, and similar facilities that store, repair or service automobiles, trucks, buses, heavy equipment and construction materials.

D. Accessory Uses and Structures. Accessory uses and structures are of a nature customarily incidental and subordinate to the principal use or structure on the same lot. Typical accessory structures in the Downtown District include small workshops, greenhouses, studios, storage sheds, and similar structures. Accessory uses and structures are allowed for all permitted land uses within the Downtown District, as identified in Table 2.2.110.A.

Accessory structures shall comply with the following standards:

1. Primary use required. An accessory structure shall not be allowed before or without a primary use, as identified in Table 2.2.110.A.
2. Setback standards. Accessory structures shall comply with the setback standards in Section 2.2.120, except that the maximum setback provisions shall not apply.
3. Design guidelines. Accessory structures shall comply with the Downtown design guidelines, as provided in Section 2.2.160.
4. Restrictions. A structure shall not be placed over an easement that prohibits such placement. No structure shall encroach into the public right-of-way.
5. Compliance with subdivision standards. The owner may be required to remove an accessory structure as a condition of land division approval when removal of the structure is necessary to comply with setback standards.

E. Automobile-Oriented Uses and Facilities. Automobile-oriented uses and facilities, as defined below, shall conform to all of the following standards in the Downtown District. The standards are intended to provide a vibrant storefront character, slow traffic down, and encourage walking.

1. Parking, Garages, and Driveways. All off-street vehicle parking, including surface lots and garages, shall be accessed from alleys, placed underground, placed in structures above the ground floor, or located in parking areas located behind or to the side of a building; except that side-yards on corner lots shall not be used for surface parking. All garage entrances facing a street (e.g., underground or structured parking) shall be recessed behind the front elevation by a minimum of 4 feet. On corner lots, garage entrances shall be oriented to a side-street (i.e., away from Main Street) when vehicle access cannot be provided from an alley. Individual surface parking lots shall not exceed one-half city block; larger parking areas shall be in multiple-story garages.

2.2.180 Special Standards for Certain Uses (continued)

2. **Automobile-Oriented Uses.** “Automobile-oriented use” means automobiles and/or other motor vehicles are an integral part of the use. These uses are restricted because, when unrestricted, they detract from the pedestrian-friendly, storefront character of the district and can consume large amounts of land relative to other permitted uses. Automobile-oriented uses shall comply with the following standards:

a. **Vehicle repair, sales, rental, storage, service.** Businesses that repair, sell, rent, store, or service automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, and similar vehicles and equipment are permitted when the use is contained within an enclosed building / permitted when the use does not exceed 5,000 square feet (indoor and outdoor) or 100 feet of street frontage, whichever is less. “Street frontage” shall be based on the frontage that is not developed with buildings or pedestrian amenities, as defined in Section 2.2.170. }

b. **Drive-up, drive-in, and drive-through facilities.** Drive-up, drive-in, and drive-through facilities (e.g., associated with restaurants, banks, car washes, and similar uses) are permitted only when accessory to a primary commercial “walk-in” use, and shall conform to all of the following standards:

- (1) The facility receives access from an alley or driveway, and not a street;
- (2) None of the drive-up, drive-in or drive-through facilities (e.g., driveway queuing areas, windows, teller machines, service windows, drop-boxes, and 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 corner);
- (3) The facility is subordinate to a primary permitted use. “Subordinate” means all components of the facility, in total, occupy less street frontage than the primary commercial or public/institutional building; and
- (4) No more than one drive-up, drive-in, or drive-through facility shall be permitted on one block, or for a distance of 400 linear feet along the same street frontage, whichever is less.

F. Sidewalk Displays. Sidewalk display of merchandise and vendors shall be limited to cards, plants, gardening/floral products, food, books, newspapers, bicycles, and similar small items for sale or rental to pedestrians (i.e., non-automobile oriented). A minimum clearance of 4 feet shall be maintained on the sidewalk at all times to allow pedestrians to pass by the displays. Display of larger items, such as automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, building materials, and similar vehicles and equipment, is prohibited.

G. Light Manufacture. Light manufacture uses are allowed in the Downtown. “Light manufacture” means production or manufacturing of small-scale goods, such as crafts, electronic equipment, bakery products, printing and binderies, furniture, and similar goods. Light manufacture uses shall conform to all of the following standards that are intended to protect the pedestrian-friendly, storefront character of Downtown:

1. **Retail or Service Use Required.** Light manufacture is allowed only when it is in conjunction with a permitted retail or service use.

2.2.180 Special Standards for Certain Uses (continued)

- 2. Location. The light manufacture use shall be enclosed within a building, or shall be located within a rear yard not adjacent to a street.

2.2.190 Tourist Commercial Sub-District.

- A. Purpose. The intent of the Tourist Commercial Sub-District is to accommodate development of commercial facilities catering to the traveling public at the I-84/US 395 interchange. Retail services shall be limited to those necessary to serve travelers in order to avoid competition with Downtown commercial businesses.

The base standards of the Downtown District apply, except as modified by the standards of this Sub-District.

- B. Permitted Land Uses. See Table 2.2.190.A

Table 2.2.190.A Land Uses and Building Types Permitted in the Tourist Commercial Sub-District	
<p>1. Public and Institutional*:</p> <ul style="list-style-type: none"> a. Government facilities (public safety, utilities, and similar non-office uses) b. Campgrounds c. Recreational Vehicle Parks d. Telecommunications equipment (including wireless) e. 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). 	<ul style="list-style-type: none"> f. Uses similar to those listed above (subject to CU requirements, as applicable) <p>2. Accessory Uses and Structures*</p> <p>3. Commercial*:</p> <ul style="list-style-type: none"> a. Auto-oriented uses and facilities including truck stops b. Hotels/motels c. Office uses (i.e., those not otherwise listed) d. 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) e. Repair services f. Uses similar to those listed above <p>4. Industrial*: Light manufacture (e.g., small-scale crafts, electronic equipment, bakery, furniture, similar goods when in conjunction with retail)</p>

Land uses with (CU) shall require a Conditional Use Permit in accordance with Chapter 4.4. Uses marked with an asterisk (*) are subject to the standards in Section 2.2.180 Special Use standards, "Special Standards for Certain uses)" **Uses marked with 2 asterisks are subject to the standards in Section 4.4.400D. Temporary uses are subject to the standards in Section 4.9. NOTE: Section 2.2.180.E. Automobile-Oriented Uses and Facilities does not apply to development within this Sub-District.

2.2.200. Off-Street Parking

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.