



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2524

Phone: (503) 373-0050

First Floor/Costal Fax: (503) 378-6033

Second Floor/Director's Office: (503) 378-5518

Web Address: <http://www.oregon.gov/LCD>

NOTICE OF ADOPTED AMENDMENT

August 8, 2006

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Madras Plan Amendment
DLCD File Number 001-06



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

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: August 23, 2006

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

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

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

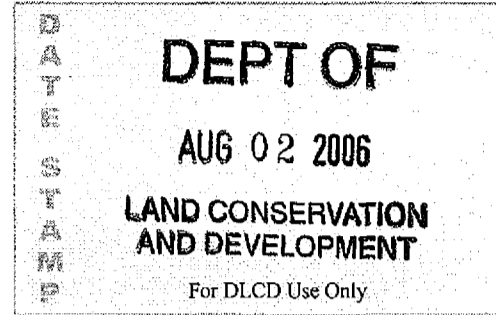
Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Mark Radabaugh, DLCD Regional Representative
Steve Oulman, DLCD Transportation Planner
Chuck McGraw, City of Madras

<paa> ya



FORM 2 Notice of Adoption

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



Jurisdiction: City of Madras Local file number: TA-05-2
Date of Adoption: 7/25/2006 Date Mailed: 8/2/2006
Date original Notice of Proposed Amendment was mailed to DLCD: 12/9/2005

- Comprehensive Plan Text Amendment
- Land Use Regulation Amendment
- New Land Use Regulation
- Comprehensive Plan Map Amendment
- Zoning Map Amendment
- Other: _____

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

Amend the Development Code to implement three (3) new Plan and Zone designations; Downtown Commercial (C2), Corridor Commercial (C1) and Community Commercial (C3). Also amends Parking Standards and Sign Code revisions.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "SAME". If you did not give Notice for the Proposed Amendment, write "N/A".

"SAME"

Plan Map Changed from: _____ to: _____

Zone Map Changed from: _____ to: _____

Location: NA Acres Involved: 253+

Specify Density: Previous: _____ New: _____

Applicable Statewide Planning Goals: 2 & 9

Was and Exception Adopted? YES NO

DLCD File No.: 001-06(14913)

Did the Department of Land Conservation and Development receive a Notice of Proposed Amendment.....

- Forty-five (45) days prior to first evidentiary hearing?** **Yes** **No**
If no, do the statewide planning goals apply? **Yes** **No**
If no, did Emergency Circumstances require immediate adoption? **Yes** **No**

Affected State or Federal Agencies, Local Governments or Special Districts:

DLCD, OEDD and ODOT

Local Contact: **Chuck McGraw** Phone: **(542) 475-3388** Extension: _____
Address: **71 SE 'D' Street** City: **Madras**
Zip Code + 4: **97741-1686** Email Address: **cmcgraw@ci.madras.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

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

1. Send this Form and **TWO (2) Copies** of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540
2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 770

AN ORDINANCE AMENDING THE CITY'S COMPREHENSIVE PLAN TEXT AND PLAN MAP TO INCORPORATE APPROVED CHANGES TO THE COMMERCIAL ZONE DESIGNATIONS, AND TO INCORPORATE CHANGES THAT WERE APPROVED BY COUNCIL IN THE PAST BUT WERE NEVER INCORPORATED INTO THE TEXT, AND DECLARING AN EMERGENCY.

WHEREAS, the City's Comprehensive Plan was adopted by the Madras City Council on June 20, 1979, and has been amended from time to time in compliance with Oregon land use laws and requirements; and

WHEREAS, a Legislative Amendment was initiated by the City Planning Commission at the request of the Madras Redevelopment Commission to consider changes to the downtown commercial area; and

WHEREAS, while proceeding through the process it was discovered that there was a need to update the City's Comprehensive Plan to include past amendments that were approved but were never incorporated into the plan text; and

WHEREAS, notice of the proposed amendments was sent to the Oregon Department of Land Conservation and Development on December 9, 2006; and

WHEREAS, the City Planning Commission, after meeting the required 21 day notice to the public, held public hearings on February 1, 2006 and on February 15, 2006; and

WHEREAS, the City Planning Commission, after considering all written comments and testimony by the public, deliberated the matter fully and voted to forward a recommendation to the City Council that the Council approve the proposed Plan and Map Amendments; and

WHEREAS, the Madras City Council held a public hearing on May 9, 2006 to consider the proposed amendments, and accept testimony from the public; and

WHEREAS, the City Council, after hearing the staff report, and considering all written comments and oral testimony from the public, closed the public hearing and continued their deliberations to the June 13, 2006 City Council meeting; and

WHEREAS, the City Council, on June 13, 2006, deliberated the matter fully and accepted staff's recommendation to approve the proposed amendments.

NOW, THEREFORE, the City of Madras ordains as follows:

SECTION 1: The City Council of the City of Madras hereby authorizes staff to make the following changes to the City's Comprehensive Plan:

▶ **Section II - Inventories, Social Characteristics, Economics**

The following language shall be added to the end of the first paragraph

In 2005 the City undertook a comprehensive look at the different characteristics of commercial areas within the City. This planning process resulted in new commercial standards for three distinct commercial districts.

▶ **Section IV, Land Use Element**

General Discussion, the second paragraph shall be amended to read as follows:

The Land Use element designates ten basic land use categories and three overlay designations. The intent is to simplify administration and implementation of the Plan. The land use categories are:

R-1	Single-Family Residential
R-2	Multi-Family Residential
R-3	Planned Residential Development
C-1	Corridor Commercial
C-2	Downtown Commercial
C-3	Community Commercial
NC	Neighborhood Commercial
I	Industrial
O/S	Open Space
A/D	Airport Development
FH	Floodplain Overlay
MO	Medical Overlay
AO	Airport Overlay

Background for Land Use Category Decisions, the following paragraphs shall be added after the second paragraph:

After experiencing a period of rapid growth in the late 1990s and early 2000s, the City of Madras began to explore the possibility of expanding its Urban Growth Boundary (UGB) to accommodate

planned growth. Expansion to the east is being considered based on the availability of public facilities (water, sewer collection and treatment, schools, recreation, roads) with sufficient capacity. At the same time, the City wanted to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the Madras Redevelopment Commission (MRC) hired a land use consultant to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for Commercial Area within the Urban Renewal District (Audit).

The Audit focused on commercial areas within the Urban Renewal District. Working with the underlying premise that commercial development along the corridor should not detract from a vibrant downtown commercial district, the Audit recorded the fact that there were three distinct types of commercial areas each with unique characteristics. Completed in 2005, the final Audit recommendation included changes to the comprehensive plan, land use map, and zoning ordinance that define three distinct commercial districts; Corridor Commercial, Downtown Commercial, and Community Commercial.

Item A

No change to the opening paragraph.

1. R-1 "Single-Family Residential"

No change.

2. R-2 "Multi-Family Residential"

No change.

3. R-3, "Planned Residential Development", shall be changed to read as follows:

Planned Residential Development land use areas, as designated on the Comprehensive Plan Map, are intended to recognize and enhance areas of scenic quality and view

amenities by allowing for flexibility in project design while providing for essential development standards. Within these areas development, which is sensitive to the natural topography of the site, minimizes alterations to the land, and maintains, enhances significant natural resources and is compatible with the surrounding development is encouraged.

4. C-1 "Corridor Commercial", shall be changed to read as follows:

Corridor Commercial land use areas as designated on the Comprehensive Plan Map are provided for the stability and growth of the City's economic base. The Plan provides for Corridor Commercial land to supplement the existing commercial activities elsewhere in the City and to provide appropriate locations for auto-oriented uses. C-1 commercial lands are located to the North and South of the City's core commercial area, extending to the city limits. Within the Corridor Commercial areas, the City is committed to providing for auto-dependent and oriented uses while requiring reasonable development standards that will result in better urban design. Major commercial developments, shall be reviewed by the City for compatibility and consistency with the goals and objections of this Plan. No minimum lot size is established, however, all future commercial land uses shall conform to the standards set forth in the Zoning Ordinance, including site plan review.

5. C-2 "Downtown Commercial", shall be added:

The City has a strong commitment to foster a vibrant downtown. The C-2 Downtown Commercial designation is intended for commercial areas in and near the historic city center. New development in this district must be appropriate in scale and design to the existing downtown area. Private development and redevelopment and public improvements in the downtown district should enhance the pedestrian environment and provide a mix of uses and services. Uses that are predominantly auto-dependent do not support these goals and are, therefore, restricted in Downtown Commercial areas.

6. C-3 "Community Commercial", shall be added:

This designation is suitable for areas that contain existing commercial businesses that are auto-oriented, but at a scale that is similar to businesses in the historic city center. Such areas include, but may not be limited to, the commercial area south of downtown. To recognize existing uses, areas designated as Community Commercial are intended to provide for a range of businesses and services that are consistent with the present urban scale of the area. The scale of future development should reflect the transition between downtown uses and Corridor Commercial. Auto-oriented uses are permitted in this district, but on smaller lots with limited parking.

7. NC "Neighborhood Commercial"

No change.

8. M-1 "Light Industrial" and M-2 "Heavy Industrial" designations shall be deleted and replaced with the following:

I "Industrial"

Industrial land is provided in an area of existing industrial use within the City limits of Madras and within the Madras Industrial Park. Future industrial development shall be reviewed by both the City and County to establish compatibility and consistency with the goals and objectives of this Plan.

9. O/S "Open Space"

No change.

10. A/D "Airport Development", shall be added:

Airport Development land use areas, as designated on the Comprehensive Plan Map, are intended to provide land adjacent to the airport facilities for future commercial and

industrial uses, which may be dependent on air transportation.

11. FH "Floodplain"

No change.

12. MO "Medical Overlay"

No change.

13. AO "Airport Overlay"

This overlay designation is intended to prevent the establishment of air space obstructions in airport approaches and surrounding areas through height restrictions and other land use controls as deemed essential to protect the health, safety and welfare of the people of the City of Madras and Jefferson County.

SECTION 2: FINDINGS OF FACT

The City Council hereby adopts as its findings of fact the information set forth in Exhibit "A", which pertains to the amendments to the City's Comprehensive Plan, attached hereto and by this reference incorporated herein.

SECTION 3: NOTIFICATION TO AGENCIES

The City's Community Development Department shall provide the Jefferson County Assessor with a copy of the approved ordinance, shall forward a copy of the ordinance to the Oregon Department of Land Conservation and Development, and shall notify any other agencies that are entitled to notification once the ordinance has been signed.

SECTION 4: SEVERABILITY

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 5: CORRECTIONS


This ordinance may be corrected by order of the City Council to cure editorial and clerical errors.

SECTION 6: EMERGENCY CLAUSE

The City Council of the City of Madras, having reviewed the Comprehensive Plan of the City of Madras, and the need for enactment of ordinances to regulate land use within the City does hereby determine that this ordinance is necessary for the immediate preservation of the public peace, health and safety of the citizens of the City of Madras and an emergency is hereby declared to exist, and this Ordinance shall become in full force and effect from and after the date it is enacted and signed by the Mayor.


ADOPTED by the City Council of the City of Madras this 25th day of July, 2006.

Ayes: 5
Nays: 0
Abstentions: 0
Absent: 1
Vacancies: 0



Frank E. Morton, Mayor

ATTEST:



Karen J. Coleman, City Recorder

CITY OF MADRAS
FINDINGS AND RECOMMENDATION

REQUEST: Amend City of Madras Comprehensive Plan text as proposed in Exhibit A; amend the City of Madras Zoning Ordinance (Ordinance 723) text as proposed in Exhibit B; and amend the City of Madras Sign Ordinance (Ordinance 697) as proposed in Exhibit C. The City of Madras Comprehensive Plan and Zoning Map is proposed to be amended as shown in Figure 1. The primary focus of the proposed amendments is to create and apply two new commercial designations (Downtown Commercial (C-2) and Corridor Commercial (C-3)) and modify the standards of the existing C-1 designation. The amendments also include proposed changes to the parking and signage standards, which would be applicable to all zones within City.

FILE NUMBER: RZ -05-6, PA-05-2 and TA 05-2

APPLICANT: This is a Legislative Amendment initiated by the City of Madras Planning Commission at the request of the Madras Redevelopment Commission

OWNER: Proposed amendments primarily impact property within the existing C-1 designation; however, if adopted, some of the proposed amendments will affect property citywide.

DATE: May 1, 2006

APPLICABLE ORDINANCE PROVISIONS

1. Madras Development Code, Chapter 8 Development Regulations, Article 9 –
Administrative Provisions
- **Section 9.28 Proposed Amendments**
2. Madras Urban Area Comprehensive Plan
- **Major Revisions (Legislative), A through G**

EXHIBITS

Figure 1 Proposed amendments to City of Madras Comprehensive Plan and Zoning Map

- | | |
|-----------|--|
| Exhibit A | Proposed amendments to the City of Madras Comprehensive Plan (revised thru Periodic Review acknowledged by DLCD June 20, 2003) |
| Exhibit B | Proposed amendments to the City of Madras Zoning Ordinance (Ordinance No. 723 adopted on February 8, 2005) |
| Exhibit C | Proposed amendments to the City of Madras Sign Ordinance (Ordinance 697) |

The proposed text amendments are shown in Exhibits A through C. Proposed new text is shown in double-underlined, and text proposed for deletion is shown in strikethrough.

FINDINGS OF FACT

1. **Location:** Proposed amendments primarily impact property within the existing C-1 designation; however, if adopted, some of the proposed amendments will affect property citywide.
2. **Zone, Map and Comprehensive Plan Designation:** The proposed amendments to the Comprehensive Plan and to Section 2.4 (Establishment of Zoning Districts and Overlay Designations) and Section 3.5 (Commercial) of the Zoning Ordinance primarily impact property within the existing C-1 designation. The proposed amendments to Section 4.4 (Off-Street Parking and Loading), Section 4.5 (Off-Street Parking), Section 4.6 (Design and Improvement Standards for Parking Lots), and Section 4.7 (Bicycle Parking) of the Zoning Ordinance and to the Sign Code will affect property citywide.
3. **Description:** The City has been looking for ways to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the MRC hired Angelo Eaton & Associates (AEA) to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for the Commercial Area within the Urban Renewal District (Phase 1) and subsequent Comprehensive Plan and Zoning Ordinance amendments (Phase 2).

The Phase 1 Audit focused on the commercial area (zoned C-1) within the Urban Renewal District. It provided clear understanding of how the current plan and ordinance language defines the existing commercial district and how it has the potential to contribute, or detract, from a vibrant downtown commercial district. Similarly, the Comprehensive Plan was examined to see if existing goals match the community's objectives and expectations for a downtown district. As a first step, AEA reviewed the City's major land use documents to identify opportunities and constraints for implementing the goal of creating a vibrant and successful commercial district.

4. **Proposal:** Amend City of Madras Comprehensive Plan text as proposed in Exhibit A; amend the City of Madras Zoning Ordinance (Ordinance 723) text as proposed in Exhibit B; and amend the City of Madras Sign Ordinance (Ordinance 697) as proposed in Exhibit C. The City of Madras Comprehensive Plan and Zoning Map is proposed to be amended as shown in Figure 1.

5. **Agency and Neighbor comments.** See below for a description of the public involvement efforts to date.

CONCLUSIONARY FINDINGS:

SECTION 9.28: PROPOSED AMENDMENTS - The City Council shall hold a public hearing on all changes to the Comprehensive Plan, zoning ordinance text and plan/zone map. All proposed amendments shall be processed in accordance with the public hearing procedures under Section 9.6 of this Ordinance. Text and map amendments shall also be submitted to the Department of Land Conservation and Development forty-five (45) days prior to the date set for final action except as provided for under ORS 197.610.

FINDING: The Madras Planning Commission must first hold a public hearing to consider a recommendation to the City Council; after receiving the Planning Commission's recommendation, the City Council shall schedule a public hearing to take testimony on the request. Notice of the proposed amendments was sent to Department of Land Conservation and Development on December 9, 2005, which is 54 days prior to the date of the first evidentiary hearing on February 1, 2006.

MAJOR REVISIONS (LEGISLATIVE)

A major revision to this Plan is defined as a policy making change in the text or plan map that will have widespread and significant impact through the planning area. The proposed change will be considered as a legislative action and will require the following procedure:

FINDING: The proposed amendments represent a major policy change that will impact all of the properties within the existing C-1 zone, but most significantly those areas that are proposed to be re-designated C-2 (Downtown Commercial) or C-3 (Corridor Commercial) as shown on Figure 1. In addition, the changes to the parking standards and sign ordinance affect a wider area including all areas within the City of Madras.

A. *The City Council or Planning Commission may initiate the proposed change.*

FINDING: The proposed amendments have been initiated by the Planning Commission at the request of the Madras Redevelopment Commission (MRC).

B. *The adopted citizen and agency involvement programs shall be utilized to stimulate the public interest and participation in the amendment process.*

Community involvement efforts have been utilized to stimulate the public interest and participation in the amendment process. In April 2005, AEA staff conducted a series of ten stakeholder interviews with business and property owners to gain additional insight into the issues and opportunities facing commercial development in the City of Madras. Based on the document review and stakeholder interviews, AEA completed an initial Phase 1 code audit and provided a summary of the preliminary findings to the MRC in a memo dated June 13, 2005. AEA staff then attended the MRC meeting on June 21, 2005 to present the findings and discuss several questions that were highlighted in the memo. The input from that meeting was incorporated into the Audit. AEA staff then facilitated a joint work session with the MRC and

the Madras Planning Commission on August 2, 2005. The purpose of the worksession was to share the draft findings and get additional input before preparing the final draft of the Audit. At the request of the MRC, the final Audit was presented to the Planning Commission on September 7, 2005 for their review and concurrence. At that meeting, the Planning Commission generally concurred with the concepts presented in the Audit, and suggested that the MRC should proceed with the second phase of the project.

As an initial step in Phase 2, AEA staff prepared a preliminary draft of specific amendments to the plan and code language that would be needed to implement the recommendations of the Audit including dividing the land currently zoned C-1 into three distinct zones as shown on the attached map. The MRC met on October 18, 2005 to review these proposed changes with AEA staff. The purpose of the October 18th worksession was to provide the MRC with an opportunity to review the preliminary draft amendments to the City's Comprehensive Plan (Exhibit A), Zoning Ordinance (Exhibit B) and Sign Ordinance (Exhibit C) and provide any initial changes and to discuss the public/stakeholder review process. The MRC suggested that some minor changes be made to the proposed amendments. These changes are captured in a Revised Draft. The MRC and Planning Commission then met on November 15, 2005 in a joint worksession to review the draft proposed amendments in more detail and provide comments.

C. A public hearing shall be conducted by the Planning Commission.

FINDING: The Madras Planning Commission held public hearings on February 1, 2006 and February 15, 2006..

D. At least 21 days notice to the public of the hearing shall be published in a local newspaper of general circulation.

FINDING: Notice was published in the Madras Pioneer newspaper 22 days in advance of the public hearing, beginning on January 11, 2006.

E. In order to submit a favorable recommendation for the proposed change to the City Council, the Planning Commission shall establish the compelling reasons and make a finding of fact for the proposed change. These include:

- 1. The proposed change will be in conformance with statewide planning goals.*
- 2. There is a demonstrated need for the proposed change.*

FINDING:

Conformance with statewide planning goals. Statewide planning goals 1, 2, 5, 7, 9, 10, 11, 12, 13 and 14 are applicable to the proposed amendments. Conformance with these goals is addressed below.

1. CITIZEN INVOLVEMENT Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." As noted above, preparation of the proposed amendments included numerous opportunities for public involvement and outreach. As required by Measure 56, a Measure 56 notice was sent to all affected property owners on January 11, 22 days prior to the Planning Commission public hearing. The proposed amendments are in conformance with Goal 1.

RZ-05-6, PA 05-2 & TA-05-2

Legislative Amendments to Commercial Designation, Parking and Signage Standards

Exhibit to Ordinance
No. 770

2. LAND USE PLANNING Goal 2 says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It also requires that plans be reviewed periodically and amended as needed. As proposed, the comprehensive plan amendments will modify the city's policies as follows:

- The Economics section of Section II, Inventories, has been amended to reflect the current planning effort. An overall update of the population and employment information in the Comprehensive Plan would be helpful, but is outside the scope of this project.
- Section IV, Land Use Element was amended to include background information about the proposed new commercial land use categories. In particular, the Background for Land Use Category Decisions section has been updated to amend the Corridor Commercial (C-1) district and to add the two proposed new commercial zoning districts: Downtown Commercial (C-2) and Community Commercial (C-3).
- Additionally, descriptions of the Planned Development (R-3) and Airport Development (A/D), and Airport Overlay (AO) designations, which were not previously included, have been added to the Comprehensive Plan. These proposed descriptions are based on the Purpose statements in the Zoning Ordinance.

These amendments to the comprehensive plan will be implemented by the proposed amendments to the implementation ordinances. The proposed amendments are in conformance with Goal 2.

5. OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. The proposed amendments may apply to lands within the city which include Goal 5 resources; however, the proposed amendments do not modify the city's existing regulations for natural resources. The proposed amendments are in conformance with Goal 5.

7. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there. The proposed amendments apply to lands within the city which include areas subject to natural disasters and hazards (e.g., designated floodplains); however, the proposed amendments do not modify the city's existing regulations for development within floodplains or other natural hazards. The proposed amendments are in conformance with Goal 7.

9. ECONOMY OF THE STATE Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs. Some land currently zoned C-1 will be rezoned to C-2 or C-3; however, the proposed amendments will not result in a change in the total amount or location of commercial land available within the city. The proposed amendments are intended to enable the city to better manage commercial development within the commercial designations. The proposed amendments are in conformance with Goal 9.

10. HOUSING This goal specifies that each city must plan for and accommodate needed

housing types, such as multifamily and manufactured housing. The existing standards allow residential uses to occur within the commercial zone as part of vertical mixed use projects. The proposed amendments will allow residential uses to occur within the commercial zones as part of both vertical and horizontal mixed use projects. This change may provide some additional opportunities for needed housing types such as multifamily. The proposed amendments are in conformance with Goal 10.

11. PUBLIC FACILITIES AND SERVICES Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The proposed amendments will not result in a change in the total amount or location of commercial land available within the city; however, they are intended to enable the city to better manage commercial development within the commercial designations. By encouraging compact urban form, infill and the redevelopment of underutilized commercial lands the proposed amendments support the efficient use of public services. The proposed amendments are in conformance with Goal 11.

12. TRANSPORTATION The goal aims to provide "a safe, convenient and economic transportation system." The proposed amendments, by encouraging mixed use development and compact urban form, support efficient use of the transportation system and provide for an improved pedestrian environment. The proposed amendments are in conformance with Goal 12.

13. ENERGY Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles." The proposed amendments, by encouraging mixed use development and compact urban form, support the conservation of energy. The proposed amendments are in conformance with Goal 13.

14. URBANIZATION This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. Some land currently zoned C-1 will be rezoned to C-2 or C-3; however, the proposed amendments will not result in a change in the total amount or location of commercial land available within the city. The proposed amendments are intended to enable the city to better manage commercial development within the commercial designations. No expansion of the urban growth boundary will be necessitated by the proposed amendments. The proposed amendments are in conformance with Goal 14.

Demonstrated Need for the Proposed Change

Overall, the proposed amendments are intended to enable the city to better manage commercial development within lands designated for commercial use in order to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. The rationale for the proposed amendments is summarized below.

Proposed Comprehensive Plan Amendments (see Exhibit A)

- The Economics section of Section II, Inventories, has been amended to reflect the current planning effort.

- The City's existing comprehensive plan and zoning ordinance includes two commercial zones: Commercial (C-1) and Neighborhood Commercial (N-C). Almost all of the commercial land in the City, and all of the commercial land within the Urban Renewal District, is currently zoned (C-1). In response to what was heard during the stakeholder interviews, and consistent with the *Draft Urban Revitalization Action Plan*, three new designations are recommended to correspond to the unique characteristics of commercial areas within the City. Section IV, Land Use Element was amended to include background information about the proposed new commercial land use categories. In particular, the Background for Land Use Category Decisions section has been updated to amend the Corridor Commercial (C-1) district and to add the two proposed new commercial zoning districts: Downtown Commercial (C-2) and Community Commercial (C-3).
- Additionally, descriptions of the Planned Development (R-3) and Airport Development (A/D), and Airport Overlay (AO) designations, which were not previously included, have been added to the Comprehensive Plan. These proposed descriptions are based on the Purpose statements in the Zoning Ordinance.

Proposed Zoning Ordinance Amendments (see Exhibit B)

- Section 2.4, Establishment of Zoning Districts and Overlay Designations, of Article 2, Basic Provisions, has been updated to amend the name of the C-1 district and include the two proposed new zoning districts (C-2 and C-3).
- The heading of Section 3.5, Commercial, has been changed to make it a general heading for all commercial districts. Similarly, the heading change proposed for Section 3.5.1 is needed to resolve a hierarchy problem.
- The proposed amendments to Section A, Uses, of Section 3.5.1 would replace the existing use list with Table 3.5-1. The new introductory text clarifies the terms used in the table and provides cross references to the existing Similar Use Determination provisions in Section 8-12.9.27 and Conditional Use provisions in Article 6. The new introduction clarifies that Site Plan Approval will be required for all uses. Changes to the list of uses include:
 - Eliminating redundancy
 - Clarifying terminology
 - Prohibiting eating and drinking establishments with drive up windows in the Downtown, but allowing other types of uses with drive up windows (e.g., banks) with some restrictions.
 - Creating a distinction between retail trade and services that are vehicle-oriented and those that are not and prohibiting vehicle oriented uses in the downtown.
 - Creating a broader "light manufacturing" category, and allowing manufacturing only in conjunction with retail.
 - Creating a distinct category for bakeries and similar food processing, where goods are to be sold primarily on-site and to the general public.
 - Adding additional civic uses to the list.
 - Creating a new category for mixed-use developments (commercial/residential) with standards to allow residential either above or behind commercial.

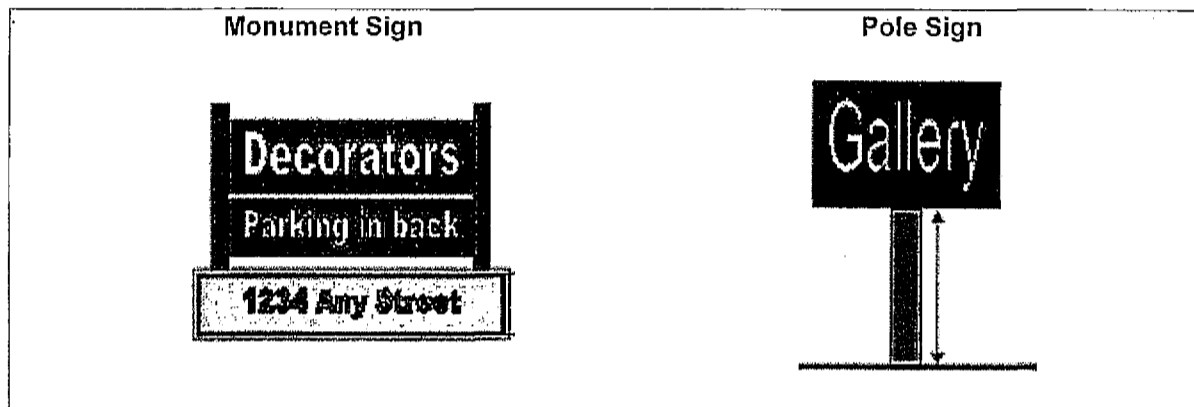
- Section 3.5.1.B currently includes Large Retail Structures Development Standards. These are proposed to be moved to footnote 5 of Table 3.5-1 and Planning Commission review for developments of greater than 30,000 sq. ft. is addressed in Section O3. The proposed code includes new language in Section B for Mixed Use Residential, with special use standards for mixed use residential developments.
- Temporary uses have been noted in Section C, Temporary Uses, of Section 3.5.1 as permitted uses in each of the zones subject to the standards of this section. In addition, the numbering has been updated for consistency.
- Recreational vehicle parks have been noted in Table 3.5-1 as a conditional use in the C-1 zone. The existing special use standards for recreational vehicle parks have been moved to Section D, Recreation Vehicle Parks, of Section 3.5.1 for organizational consistency.
- Section E, Area Requirements, of Section 3.5.1 has been renumbered.
- New text in Section F, Setback Requirements, of Section 3.5.1 clarifies that the ten-foot setback from residential property applies only to the commercial lot lines that directly abut residentially zoned parcels. The new Subsection 2 establishes a maximum front setback for the downtown.
- Section G, Height of Building, of Section 3.5.1 has been renumbered. Proposed new text in Subsection 2 imposes a minimum building height standard of 20 feet in the C-2 zone to enhance the streetscape in the downtown.
- Section H (Parking Regulations), I (Sanitation Regulations), J (Water Regulations), K (Floodplain), and L (Lighting) of Section 3.5.1 have been renumbered. For consistency, the prohibited uses listed in the former Section L, Uses Prohibited in the Commercial Zone, are now listed in Table 3.5-1 as prohibited.
- Section M, Outdoor Storage, of Section 3.5.1 has been moved from Section 6, Standards for Buildings Greater than 30,000 Gross Square Feet. These standards, which address the screening and location of outdoor storage areas and service facilities (e.g., trash compaction), have been made applicable to all buildings in the C-1, C-2 and C-3 zones.
- Section N, Landscaping and Screening, has been renumbered. For clarity, the text in Subsection 1, which had been part of Section 4, has been pulled out as its own section. Subsection 3 has been updated to refer to C-2 and to clarify that the applicant may provide other amenities in substitution for site landscaping. The numbering and hierarchy of Section N has been modified to clarify that standards 6 – 9 are applicable to all landscaping, not just landscaping within parking lots.
- Section O, Design Review, of Section 3.5.1 has been significantly modified.
 - The proposed amendments to Subsections 1 and 2 expand applicability of the Design Standards and establish new, more stringent threshold for compliance with the Design Standards for the C-2 zone (Downtown).
 - New text in Subsection 3 clarifies its relationship to Site Plan Approval requirements and requires Planning Commission review for projects over 30,000 square feet. Additional text has been added to describe the flexibility in the standards.

- Changes to Subsection 4 are intended to remove redundancy with the City's existing Site Plan Approval process.
 - Subsection 5, which, as proposed, would be applicable to all buildings, not just those less than 30,000 square feet. New language would require that a minimum of 3 to 4 of the listed architectural features be incorporated into new buildings and additional standards for pedestrian walkways and street connectivity have been moved from Subsection 6. Standards for exterior finish materials and weather protection have been added to for buildings in the C-2 (downtown) zone. New language in Section 5g, Building Materials, would prohibit certain types of siding in the downtown. New standards for drive-through/drive-up facilities have also been added. Language in Section 5b(i), Architectural Unity, which was redundant to the applicability language in Section O1, has been clarified.
 - As proposed the Design Standards in Subsection 6, Standards for buildings over 30,000 sq. ft., would be applicable in addition to the standards in Section 5 and, in the case of a conflict the most restrictive would prevail. A number of standards have been moved from Subsection 6 to Subsection 5; with this change these standards will be applicable to all new commercial development, not just that over 30,000 square feet. The five (5) percent required landscaping in Section 6b(viii)(b), Landscaping, which is less than the 7% currently required in C-1, has been deleted.
- Section 3.5.2, Neighborhood Commercial (NC), would be renumbered for consistency. No other changes are proposed.
 - Section 4.4, Off-Street Parking and Loading, Section 4.5, Off-Street Parking, Section 4.6 Design and Improvement Standards for Parking Lots, and Section 4.7, Parking Table and Diagram, have been reorganized and some substantive changes are proposed as well.
 - Section 4.4 and Section 4.5 have been switched and the more specific requirements have been moved to Section 4.5.
 - New text in Section 4.5, Off-Street Parking, Subsection (A), Amount Required, clarifies the requirements in Table 4.5.1. Text was moved from Section 4.4 to Section 4.5 and new language was added that is intended to encourage shared parking and to allow more flexibility where hours of operation overlap but peak demand is staggered. A new on-street parking credit would be allowed in C-2 and C-3 only. A new phrase was added to allow flexibility should the City establish municipal parking lots.
 - A new Table 4.5-1 uses the more common "spaces per 1,000" instead of per 100. The mean and range columns are not used and have been deleted. Some additional reductions in the amount of required parking are also proposed as shown in highlight/strikeout.
 - Section 4.6 includes some text that was moved from Section 4.7.
 - Section 4.7 has been amended and is now limited to Bicycle Parking. The amount of reduction in off-street parking allowed in exchange for providing additional bicycle parking has been clarified.

Proposed Sign Ordinance Amendments (see Exhibit C)

- Section 1.5, Definitions, has been amended to modify one definition and add two new definitions.

- The definition of "Freestanding Sign" has been modified to clarify that both pole signs and monument signs are types of freestanding signs.
- A definition of "Monument Sign" has been added. The proposed changes would allow monument signs in all commercial and industrial zones.
- A definition of "Pole Sign" has been added. As proposed, new pole signs would be prohibited in the Downtown Commercial (C-2) zone.



- Section 2.7, On-Premise Signs, includes proposed new standards for freestanding signs (pole and monument signs) that would be more restrictive in all of the commercial zones, especially downtown where new pole signs are proposed to be prohibited.
- Section 2.12, Roof Signs, includes new text intended to clarify that projecting signs cannot extend above the roofline.

F. The City Council, upon receipt of the Planning Commission recommendation, may adopt, reject, or modify the recommendations or may conduct a second public hearing on the proposed change.

FINDING: The Planning Commission recommended approval of all of the proposed changes to the Comprehensive Plan text, to the Madras Development Code and the Sign Ordinance. The Planning Commission recommended that the proposed changes to the Comprehensive Plan and Zone Map be amended such that the new Downtown Commercial (C-2) zones boundary start at 'B' Street instead of Willow Creek. The City Council has scheduled a public hearing for May 9, 2006.

G. In all proposed amendment actions, the City Council must make the final decision to adopt or deny the proposed change.

FINDING: After holding a public hearing to take testimony on the request, the City Council shall make a final decision to adopt or deny the proposed change.

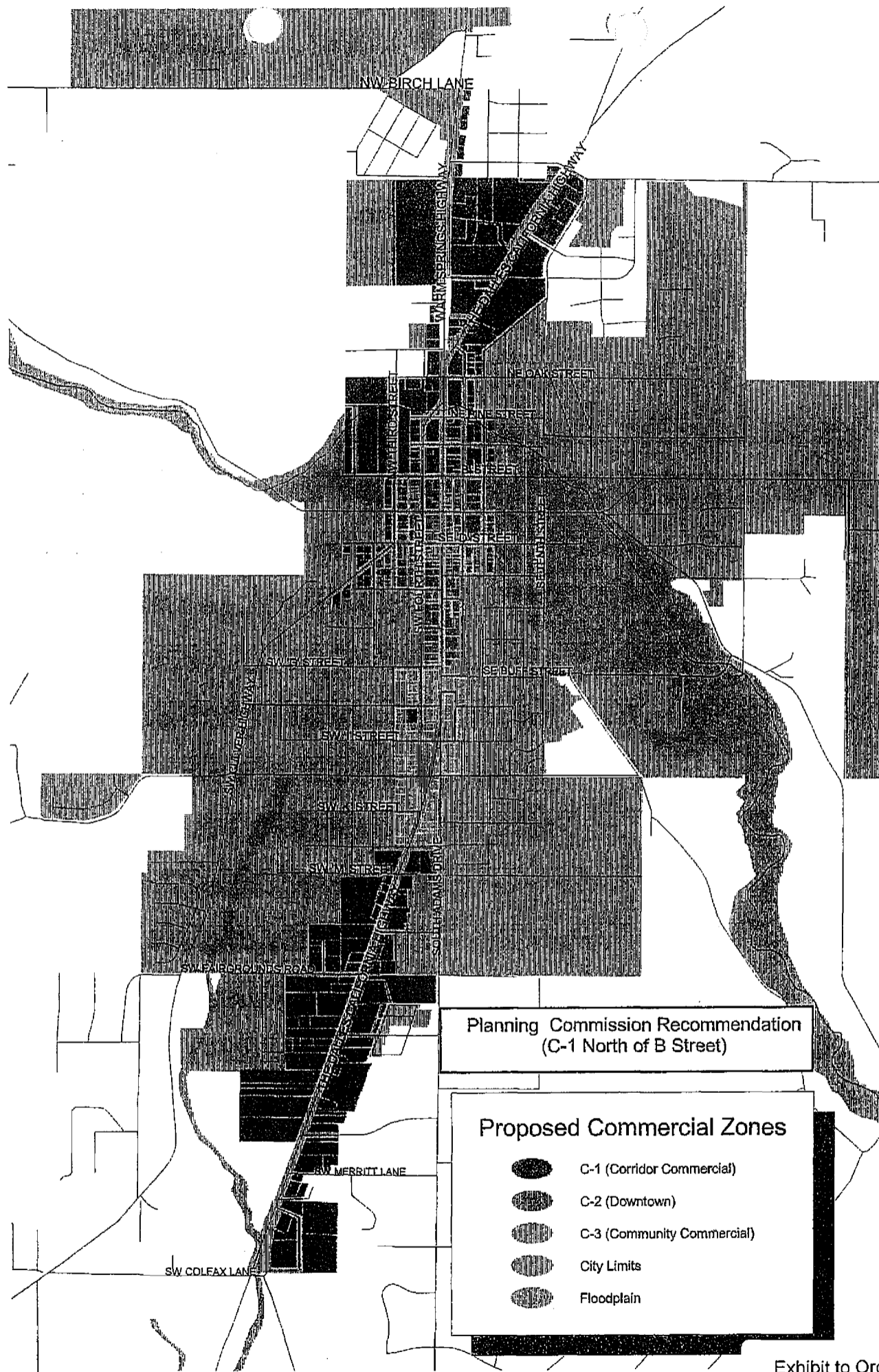
RECOMMENDATION

The Planning Commission concludes that the proposed amendments satisfy the criteria set forth in the Comprehensive Plan. Amending the comprehensive plan and zoning ordinance text and maps and sign ordinance text as proposed would help the city to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district.

The Planning Commission also concludes that statewide planning goals 1, 2, 5, 7, 9, 10, 11, 12, 13 and 14 apply to the proposal and that, as described in the Findings above, the proposed amendments are consistent with the applicable statewide planning goals.

Finally, the Planning Commission concludes that the proposed amendments to the comprehensive plan and implementing ordinances are needed to enable the city to better manage commercial development within lands designated for commercial use and would encourage a compact urban form, infill and the redevelopment of underutilized commercial lands.

The Planning Commission recommends to the City Council approving the proposed amendments, as modified with the zone boundary for the Downtown Commercial (C-2) zone boundary being 'B' Street and not Willow Creek.



Planning Commission Recommendation
(C-1 North of B Street)

Proposed Commercial Zones

- C-1 (Corridor Commercial)
- C-2 (Downtown)
- C-3 (Community Commercial)
- City Limits
- Floodplain

Proposed Comprehensive Plan Amendments
Exhibit A - Page 1

SECTION II INVENTORIES

BACKGROUND INFORMATION

HISTORY

PHYSICAL CHARACTERISTICS

SOCIAL CHARACTERISTICS

Recreation:

Economics:

The City of Madras serves as the regional shopping center for all of Jefferson County. Commercial activity is conducted both within the existing city limits and in the surrounding lands adjacent to the city limits. The main commercial activity is conducted along the two main streets of the City which stretch out over two miles. There are various types of commercial and industrial activity carried on within these boundaries. In 2005 the City undertook a comprehensive look at the different characteristics of commercial areas within the City. This planning process resulted in new commercial standards for three distinct commercial districts.

Specific economic data concerning the City is not available, however, data for all of Jefferson County is. Because of the economic interrelationship of the jurisdiction, this data is presented to give an overview of the economic conditions of the City.

In 1976, a committee was formed to develop an Overall Economic Development Plan. The project was finalized and formally adopted on June 29, 1977, by the Jefferson County Court. The following economic information was taken from that report.

Population:

PUBLIC FACILITIES:

TRANSPORTATION:

ENERGY:

URBANIZATION:

COMPREHENSIVE PLAN ADDENDUM NO. 1 ADOPTED BY ORDINANCE NO. 382, NOVEMBER 13, 1979

SECTION IV LAND USE ELEMENT

The Land Use Element of the Comprehensive Plan is perhaps the most important portion of the Plan. This element allocates the uses of the land resources within the planning area and describes uses allowed within each designation. These are formal policy statements intended to assist in achieving the goals, objectives, and other policies of the Plan.

GENERAL DISCUSSION

The City of Madras is responsible for planning the area inside the city limits. Planning designations for the area within the Urban Growth Boundary is a mutual and cooperative agreement between the City and Jefferson County. Jefferson County is responsible for planning and implementing their ordinance in areas outside the city limits. Specifically, for areas outside the city limits but inside the designated Urban Growth Boundary, the County is expected to administer the Plan as adopted by the City.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 2

The Land Use element designates six ten basic land use categories and three overlay designations. The intent is to simplify administration and implementation of the Plan. The land use categories are:

R-1	Single-Family Residential
R-2	Multi-Family Residential
R-3	Planned Development
C-1	<u>Corridor Commercial</u>
C-2	<u>Downtown Commercial</u>
C-3	<u>Community Commercial</u>
NC	Neighborhood Commercial
I	Industrial
O/S	Open Space
A/D	<u>Airport Development</u>
FH	<u>Floodplain Overlay</u>
M/O	Medical Overlay
AO	Airport Overlay

BACKGROUND FOR LAND USE CATEGORY DECISIONS

The City of Madras first implemented a zoning ordinance in 1947 and revised it in 1964, designating six land use zones including two commercial and two industrial. The concept of this Plan is to ease administration and implementation. The land use categories were derived by first reviewing the existing land use patterns of the City in the planning area and inventory of the buildable lands within the City. Then areas of special hazards such as floodplain and areas of natural resources, which the City desired to preserve and maintain were reviewed. Finally, the planning area residents discussed alternative future growth patterns.

The Land Use Plan Map was then developed by first designating the special hazard areas. The next step involved designating open space areas for parks and areas, which the City wishes to preserve. Commercial land use area was then considered and future needs for commercial activity were projected. It was noted that there is very little commercial land yet undeveloped within the existing city limits and therefore additional commercial lands were designated within the Urban Growth Boundary. Industrial lands surrounding the City were reviewed and it was noted the industrial park is inside the Urban Growth Boundary with suitable lands available for significant development. The existing light industrial area within the City also allows for substantial development, therefore, no further industrial lands were designated. Existing residential uses were then reviewed and it was noted in reviewing the existing Land Use Map of the City that there are approximately 480 lots still vacant within the City. Therefore, there is room for substantial growth within the City as well as within the Urban Growth Boundary. The Plan designates two residential categories-- R-1 "Single-Family Residential" and R-2 "Multi-Family Residential". Minimum lot size requirements for R-1 "Single-Family Residential" shall be 7,500 square feet when the owner contemplates using both community water and sewer systems. Minimum lot size in the R-2 "Multi-Family Residential" zone shall be as outlined in the Zoning Ordinance.

After experiencing a period of rapid growth in the late 1990s and early 2000s, the City of Madras began to explore the possibility of expanding its Urban Growth Boundary (UGB) to accommodate planned growth. Expansion to the east is being considered based on the availability of public facilities (water, sewer collection and treatment, schools, recreation, roads) with sufficient capacity. At the same time, the City wanted to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the Madras Redevelopment Commission (MRC) hired a land use consultant to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for Commercial Area within the Urban Renewal District (Audit).

Proposed Comprehensive Plan Amendments
Exhibit A - Page 3

The Audit focused on commercial areas within the Urban Renewal District. Working with the underlying premise that commercial development along the corridor should not detract from a vibrant downtown commercial district, the Audit recorded the fact that there were three distinct types of commercial areas, each with unique characteristics. Completed in 2005, the final Audit recommendation included changes to the comprehensive plan, land use map, and zoning ordinance that define three distinct commercial districts: Corridor Commercial, Downtown Commercial, and Community Commercial.

- A. A general requirement for all residential land use categories is that any lot created after adoption of this Plan shall be served by a dedicated right-of-way. The Subdivision Ordinance shall establish minimum width and improvement standards of required rights-of-way. In order to provide a correlation between the Comprehensive Plan Text and the Comprehensive Plan Map, the following information regarding the establishment of land use categories is provided.

1. R-1 "Single-Family Residential"

2. R-2 "Multi-Family Residential"

3. R-3 "Planned Development"

Planned Development residential land use areas, as designated on the Comprehensive Plan Map, are intended to recognize and enhance areas of scenic quality and view amenities by allowing for flexibility in project design while providing for essential development standards. Within these areas development, which is sensitive to the natural topography of the site, minimizes alterations to the land, and maintains, enhances significant natural resources and is compatible with the surrounding development is encouraged.

4. C-1 "Corridor Commercial"

Corridor Commercial land use areas as designated on the Comprehensive Plan Map are provided for the stability and growth of the City's economic base. The Plan provides for additional Corridor Commercial land to supplement the existing commercial activities elsewhere in the City and to provide appropriate locations for auto-oriented uses. The additional C-1 commercial lands are located in close proximity to the existing commercial center of the City and to the North and South of the City's core commercial area, extending to the city limits. The problem with the designation of additional commercial lands along the transportation corridors is that it further complicates the already difficult strip development situation, which has existed in Madras for a number of years. In reviewing the conceivable alternatives, however, it was noted that very few suitable alternatives exist and it was decided to continue with the existing development pattern. Within the Corridor Commercial areas, the City is committed to providing for auto-dependent and oriented uses while requiring reasonable development standards that will result in better urban design. Major commercial developments, including mobile home parks, shall be reviewed by the City for compatibility and consistency with the goals and objectives of this Plan. No minimum lot size is established, however, all future commercial land uses shall conform to the standards set forth in the Zoning Ordinance, including site plan review.

5. C-2 "Downtown Commercial"

The City has a strong commitment to foster a vibrant downtown. The C-2 Downtown Commercial designation is intended for commercial areas in and near the historic city center. New development in this district must be appropriate in scale and design to the existing downtown area. Private development and redevelopment and public improvements in the downtown district should enhance the pedestrian environment and provide a mix of uses and

Proposed Comprehensive Plan Amendments
Exhibit A - Page 4

services. Uses that are predominantly auto-dependent do not support these goals and are therefore, restricted in Downtown Commercial areas.

6. C-3 "Community Commercial"

This designation is suitable for areas that contain existing commercial businesses that are auto-oriented, but at a scale that is similar to businesses in the historic city center. Such areas include, but may not be limited to, the commercial area south of downtown. To recognize existing uses, areas designated as Community Commercial are intended to provide for a range of businesses and services that are consistent with the present urban scale of the area. The scale of future development should reflect the transition between downtown uses and Corridor Commercial. Auto-oriented uses are permitted in this district, but on smaller lots with limited parking.

47. NC "Neighborhood Commercial"

Neighborhood Commercial areas within a community provide logical locations for people to gather and create a local business center among residential areas. This provides for efficient use of land and urban services, encourages walking as an alternative to driving, provides more employment and housing options, and provides both formal and informal community gathering places.

58. I "Industrial"

Industrial land is provided in an area of existing industrial use within the City limits of Madras and within the Madras Industrial Park. Future industrial development shall be reviewed by both the City and County to establish compatibility and consistency with the goals and objectives of this Plan.

69. O/S "Open Space "

The Open Space land use category is designed to show lands within the planning area that are established parks or lands that are under public ownership with established public uses taking place.

10. A/D Airport Development

Airport Development land use areas, as designated on the Comprehensive Plan Map, are intended to provide land adjacent to the airport facilities for future commercial and industrial uses, which may be dependent on air transportation.

71. Floodplain

The Willow Creek Floodplain, as established by the Federal Insurance Administration, is shown on the Comprehensive Plan Map as an overlay. The underlying land use categories shall control types of land uses that take place. The Floodplain designation is to indicate the special construction techniques to be utilized in this area. The City's Floodplain Ordinance shall be consulted before specific building permits are issued for construction in the area.

812. MO "Medical Overlay"

To provide for the growth and development of hospitals, clinics, or related health care facilities or complexes within a committed community service area. This overlay encourages the development of the facilities in a controlled development framework; provides for a variety of uses that may co-depend and/or support hospitals, clinics, or related health care facilities; protect such areas from encroachment of incompatible land uses that may have an adverse impact on the operation and future expansion of hospitals, clinics, or related health care facilities; and allows existing uses within the overlay boundary to remain conforming to the underlying zoning district.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 5

13. AO "Airport Overlay"

This overlay designation is intended to prevent the establishment of air space obstructions in airport approaches and surrounding areas through height restrictions and other land use controls as deemed essential to protect the health, safety and welfare of the people of the City of Madras and Jefferson County.

ESTABLISHMENT OF URBAN GROWTH BOUNDARY AND URBANIZATION
URBAN GROWTH MANAGEMENT PLAN
AREAS OUTSIDE THE URBAN GROWTH BOUNDARY
ADMINISTRATIVE PROCEDURES

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 1

ARTICLE 1: INTRODUCTORY PROVISIONS
ARTICLE 2: BASIC PROVISIONS
SECTION 2.1: COMPLIANCE WITH ORDINANCE PROVISIONS
SECTION 2.2: ZONING APPLICATION
SECTION 2.3: TIME LIMIT ON A ZONING APPLICATION

SECTION 2.4: ESTABLISHMENT OF ZONING DISTRICTS AND OVERLAY DESIGNATIONS:
This ordinance hereby establishes the following land use zoning districts and overlay designations.
Overlay designations are subordinate to the primary zoning district. They are as follows:

ZONE	DESIGNATION
Single-family Residential	R-1
Multiple-family Residential	R-2
Planned Residential Development	R-3
<u>Corridor Commercial</u>	C-1
<u>Downtown Commercial</u>	C-2
<u>Community Commercial</u>	C-3
Neighborhood Commercial	NC
Industrial	I
Open Space	O/S
Airport Development	A/D

OVERLAY	DESIGNATION
Flood Hazard	FH
Medical Overlay	MO
Airport Overlay	AO

SECTION 2.5: LOCATION OF ZONES
SECTION 2.6: ZONING MAP
SECTION 2.7: ZONING DISTRICT BOUNDARIES
SECTION 2.8: ZONING OF ANNEXED AREAS
SECTION 2.9: CONFLICTING STANDARDS

ARTICLE 3: LAND USE ZONES

SECTION 3.1: SINGLE FAMILY RESIDENTIAL (R-1)
SECTION 3.2: MULTIPLE FAMILY RESIDENTIAL (R-2)
SECTION 3.3: MANUFACTURED HOMES - MANUFACTURED HOMES MEETING THE
FOLLOWING CRITERIA ARE ALLOWED AS A PERMITTED USE IN BOTH THE R-1 AND R-2 ZONES:
SECTION 3.4: PLANNED RESIDENTIAL DEVELOPMENT (R-3)

SECTION 3.5: COMMERCIAL (~~C-4~~)

SECTION 3.5.1 CORRIDOR COMMERCIAL (C-1), DOWNTOWN COMMERCIAL (C-2) AND
COMMUNITY COMMERCIAL (C-3)

A. PERMITTED USES.

1. Types of uses. For the purposes of this chapter, there are three types of uses:
 - (a) A permitted (P) use is a use which is permitted outright subject to site plan approval and to all of the applicable provisions of this title. If a use is not listed as a permitted use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 2

- (b) A conditional (C) use is a use the approval of which is at the discretion of the Planning Commission and subject to site plan approval. The approval process and criteria are set forth in 8-12.6. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.
- (c) A prohibited (X) use is one which is expressly prohibited in the zone. In addition, uses not specifically listed as permitted or conditional in Table 3.5-1 or deemed to be similar uses pursuant to Section 8-12.9.27 are also prohibited.
2. Use table. A list of permitted, conditional and prohibited uses in commercial zones is presented in Table 3.5-1.

(Subject to site plan review.)

1. ~~Metels, hotels~~
2. ~~Recreational vehicle parks (see Section 3.5.2) (Planning Commission Review)~~
3. ~~Food stores.~~
4. ~~Automobile/truck service stations (requirements in Article IV, Section 8-12.4.14 also apply).~~
5. ~~Cafes and restaurants including drive ins.~~
6. ~~All commercial uses including retail stores, service establishments, professional and other office, recreational enterprises, financial institutions, hotels, and similar uses.~~
7. ~~Telephone exchange, electrical substations, or public utilities; except for communication towers~~
8. ~~Fire, police, or other governmental buildings.~~
9. ~~Clubs and lodges.~~
10. ~~Electrical, plumbing, heating or paint sales, service and repair.~~
11. ~~Garage - automobile, light truck and trailer, or marine sales, rental storage, service and repair.~~
12. ~~Laundry or dry cleaning.~~
13. ~~Machine shop repair.~~
14. ~~Manufacture of artificial limbs, dentures, hearing aides, surgical instruments, and dressings or other devices employed by the medical or dental profession.~~
15. ~~Sign painting shop, sale or repair.~~
16. ~~Churches~~
17. ~~Storage Facility~~
18. ~~Residential occupancy(ies) located above the ground floor (1st floor) of the commercial structure, provided there is an existing or proposed commercial use on the 1st floor of the structure.~~
19. ~~Dwellings (existing and being lived in as of the adoption date of this ordinance revising this section) NO SITE PLAN REQUIRED FOR REPLACEMENT OR ADDITION TO THE EXISTING DWELLING, BUT A PLOT PLAN IS REQUIRED FOR LOCATION AND SETBACKS.~~
20. ~~Veterinary clinics~~
21. ~~Mortuary, crematorium~~

Table 3.5-1: Uses in the C-1, C-2 and C-3 Zones

<u>Uses</u>	<u>Corridor Commercial (C-1)</u>	<u>Downtown Commercial (C-2)</u>	<u>Community Commercial (C-3)</u>
Commercial			
<u>Clubs and lodges, similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Eating and drinking establishments, including drive-through/drive-ins (1)</u>	<u>P</u>	<u>X</u>	<u>C</u>
<u>Eating and drinking establishments, excluding drive-through/drive-ins</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Entertainment uses, including theaters, indoor amusement uses such as bowling alleys, and similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Office uses including medical and dental offices, clinics and laboratories</u>	<u>P</u>	<u>P</u>	<u>P</u>

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 3

<u>Uses</u>	<u>Corridor Commercial (C-1)</u>	<u>Downtown Commercial (C-2)</u>	<u>Community Commercial (C-3)</u>
<u>Retail trade and services, except vehicle-oriented</u>	P/C (5)	P/C (5)	P/C (5)
<u>Retail trade and services, vehicle-oriented (2)</u>	P/C (5)	X	C (5)
<u>Personal and professional services, including laundromats, dry cleaners, barber shops and salons, bank and financial institutions, and similar uses (1)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Motels, hotels</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Recreational vehicle parks subject to Section 8-12.3.5.1(D)</u>	<u>C</u>	<u>X</u>	<u>X</u>
<u>Veterinary clinics (3)</u>	<u>C</u>	<u>X</u>	<u>C</u>
<u>Mortuary, crematorium</u>	<u>P</u>	<u>C</u>	<u>P</u>
<u>Commercial storage facilities (4)</u>	<u>C</u>	<u>X</u>	<u>X</u>
<u>Repair Services</u>	<u>P</u>	<u>C (6)</u>	<u>P</u>
<u>Light manufacture (e.g., small-scale crafts, electronic equipment, furniture, similar goods) when in conjunction with retail</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Bakeries and similar food processing where goods are to be sold primarily on-site and to the general public</u>	<u>P</u>	<u>C</u>	<u>P</u>
<u>Bulk fuel facilities</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Temporary Uses subject to Section 8-12.3.5.1(C)</u>	<u>P</u>	<u>P</u>	<u>P</u>
Public and Institutional			
<u>Fire, police, or other government buildings</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Libraries, museums, community centers, concert halls and similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Public parking lots and garages</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Public parks and recreational facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Schools (public and private)</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Utilities, public or private (except towers)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Churches and places of worship</u>	<u>P</u>	<u>P</u>	<u>P</u>
Residential			
<u>Mixed use residential subject to Section 8-12.3.5.1(B)</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Dwellings (existing as of [date])</u>	<u>P</u>	<u>P</u>	<u>P</u>

Notes:

- (1) Drive-through or drive-in facilities are subject to the standards in Section 8-12.3.5.1(O)5(l).
- (2) "Vehicle oriented retail trade and services" refers to those uses where automobiles and/or other motor vehicles are an integral part of the use, including, but not limited to, businesses that repair, sell, rent, store, or service automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, and similar vehicles and equipment. Those retail uses selling automobile parts and similar items are not considered vehicle oriented uses provided no vehicle servicing is conducted on-site.
- (3) Veterinary Clinics – Boarding of animals in conjunction with a veterinary clinic may be approved provided that the applicant can show that odor, dust, noise and drainage shall not constitute a nuisance, hazard, or health problem to adjoining property or uses. Fencing and/or vehicular access and loading restrictions may be required to protect surrounding properties.
- (4) Commercial storage facilities may include areas designed for the outdoor storage of boats, RVs and similar items provided the applicant can show that the facility will not create a nuisance to surrounding properties and uses. All commercial storage activities not conducted within an enclosed building shall be screened from view of all adjacent properties and adjacent streets by a sight obscuring fence, landscaping or similar means. The sight obscuring fence shall be subject to the provisions of Section 8-12.4.3
- (5) Retail structures over 30,000 square feet are subject to Conditional Use approval by the Planning Commission.
- (6) No outdoor repair activity is permitted. Repair services are permitted only when conducted entirely indoors.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 4

~~B. LARGE RETAIL STRUCTURES (Big Box) DEVELOPMENT STANDARDS (Planning Commission Review) shall comply with Section 8-12.3.5 (M).~~

B. MIXED USE RESIDENTIAL. Residential uses (multiple-family dwellings) shall be permitted only when part of a mixed use development (residential with commercial or public/institutional uses) and subject to the following standards:

1. "Vertical" mixed use (housing above the ground floor) and "horizontal" mixed use (housing on the ground floor) developments may be permitted.
2. Within horizontal mixed use developments, residential uses shall be located behind commercial uses relative to the front lot line.
3. Access to residential uses shall not occupy more than twenty (20) feet or ten (10) percent (whichever is more) of frontage along the front lot line.

C. TEMPORARY USES. These uses may be seasonal or year and are for such activities as: mobile food vendors and sales of sunglasses, housewares, toys, crafts, vegetables and fruit stands. All temporary use permits are for business activities that are not located in a permanent structure that is built on a fixed foundation and would be commonly referred to as a building. All temporary uses must comply with State of Oregon health regulations and evidence of compliance (i.e., copy of permit, County Health Department Certificates, etc.) must be provided to the City of Madras Community Development Department prior to issuance of a temporary use permit. The following requirements shall be met and complied with prior to starting of business. (Seasonal or Year-long Temporary Use application required).

1. Seasonal Temporary Uses. This type of temporary use (and Seasonal Temporary Use Permit) is for a duration of not more than three (3) months (i.e. 90 consecutive days). To be eligible for a Seasonal Temporary Use Permit, the following information must be provided and conditions met and adhered to:

- i. (a) The address and/or location where the Seasonal Temporary Use activity will occur.
- ii. (b) Property Owner's written authorization for the use of the property for the Seasonal Temporary Use.
- iii. (c) Duration of Temporary Use, including starting date and time, and ending date and time.
[Subsection C, Item 1, and Sub-Items i, ii, and iii, amended by Ordinance No. 734, Passed by Council on May 10, 2005.]

iv. (d) Hours of operation

v. (e) Obtain a Business License from the City of Madras prior to business operation.

vi. (f) The Temporary Use activity and all structures are to be removed from authorized site at least once each day and at all times when the activity is not open for business, except for a one-time exception not to exceed seven (7) consecutive days as specifically authorized by the (Community Development Director). For certain uniquely seasonal activities, like Christmas tree sales, 4th of July fireworks sales, the Community Development Director may allow a longer period.

[Sub-Item vi, added by Ordinance No. 734, Passed by Council on May 10, 2005.]

2. Year-long Temporary Uses. This type of use (and Year-long Temporary Use Permit) is required for any qualified Temporary Use activity that will exceed three (3) months (90 consecutive days) duration. The Temporary Use activity and all structures, buildings, vehicles and any other support structure or equipment must be removed from the property (location of selling product) every evening and be absent from the site for a period of not less than six (6) consecutive hours.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 5

The Year-long Temporary Use vendor must move around town and have a number of locations (no less than two) for the Temporary Use activity. No Year-long Temporary Use business activity can occur at the same location for more than 90 consecutive days without a 90 consecutive days absence from the same site before being allowed to return for another period not to exceed 90 consecutive days. To be eligible for a Year-long Temporary Use Permit, the following information must be provided and conditions met and adhered to:

~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

~~i.(a)~~ The address and/or location where the Year-long Temporary Use activity will occur.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

~~ii.(b)~~ Property owner's written authorization for the use of property for the Year-long Temporary Use.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

~~iii.(c)~~ Hours of operation

~~iv.(d)~~ Duration of Year-long Temporary Use, including starting date and time, and ending date and time.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

~~v.(e)~~ Shall obtain a Business License from the City of Madras prior to conducting business.

~~vi.(f)~~ All signage must comply with all state and local requirements.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

~~vii.(g)~~ No furniture (i.e., table and chairs), separate awnings, or tents are permitted.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

3. Temporary Structures may be placed on a lot while constructing an office or building.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

D. SECTION 3.5.2-RECREATIONAL VEHICLE PARKS - Purpose: To provide for recreational vehicle parks, which are suitable for the placement and occupancy of recreational vehicles for recreational purposes with the necessary amenities.

1. ~~A.~~ Requirements:

~~(a)~~ 4- Recreational vehicle parks shall not be occupied by manufactured dwellings, except for one (1) dwelling (manufactured or conventional) for an on-site manager or care taker.

~~(b)~~ 2- Access shall be paved and have direct access onto a street.

~~(c)~~ 3- Site obscuring fencing or buffering of the RV park shall be provided.

~~(d)~~ 4- Entrance to the RV park shall be designed with an adequate parking area for those registering, or checking out without blocking access to the designated RV park spaces and will not cause congestion on adjacent streets.

~~(e)~~ 5- Lighting.

~~(i)~~ Structural exterior lighting shall not project directly into an abutting lot.

~~(ii)~~ Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.

~~(iii)~~ Not be able to see source of light, or light reflective or amplifying device from outside property line.

~~(iv)~~ No structure has blinking, strobe, or rotating light(s) unless required by FAA.

~~(v)~~ Lighted poles shall not exceed twenty feet (20') in height.

~~(f)~~ 6- A dump station for discharging wastewater holding tanks shall be provided unless each space is equipped with a sewer connection.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 6

- (g) ~~7-~~RV park spaces shall provide on-site electrical, dump station or sewer connection, and water hookups.
- (h) ~~8-~~Occupied RV park spaces shall not exceed 120 days by the same RV owner.
- (i) ~~9-~~Accessory uses in conjunction with the RV park may include laundry facilities, playground, and convenience store.
- 2. ~~B-~~Regulations:
 - (a) ~~1-~~No person shall establish or enlarge an RV Park without first obtaining the required approvals and permits as required by this Ordinance.
 - (b) ~~2-~~The following regulations and statutes must be adhered to by any applicant for an RV park permit in addition to all requirements included in this Ordinance:
 - (i) Oregon Revised Statutes regarding RV Parks.
 - (ii) Oregon State Health Division administrative rules regarding RV Parks.
 - (iii) Oregon State Building Codes regarding plans review and construction of the RV park.
- 3. ~~C-~~Procedure: An application for a RV Park approval must be included with the submittal of a Conditional Use Application.
 - (a) ~~1-~~A completed application for an RV Park and the applicable fee submitted;
 - (b) ~~2-~~An area map at a scale which clearly shows the general neighborhood, streets, existing structures and facilities, hazard areas, and other significant features in the area;
 - (c) ~~3-~~A map of the proposed site showing all existing landscape features, existing structures, existing utilities (water, sewer, power, etc.) and existing vegetation;
 - (d) ~~4-~~A preliminary drawing indicating the general layout and design of the project, prepared at a suitable scale, to clearly show all streets, property boundaries, walkways, proposed permanent structures and recreational areas, parking and storage areas, and other facilities. Include approximate dimensions, where appropriate.
 - (e) ~~5-~~A preliminary utility plan, indicating sewer and water lines, electric, gas, telephone, cable television, and storm water facilities;
 - (f) ~~6-~~A conceptual landscaping plan indicating all existing vegetation to be retained, all proposed landscaping features including trees, shrubs, grass, flowering plants, fences, berms, and open space.
 - (g) ~~7-~~Access approach for the RV park must existing or approved by the governing jurisdiction.
 - (h) ~~8-~~The RV Park is compatible with the adjacent neighborhood.
 - (i) ~~9-~~The RV park shall not adversely affect the neighborhood, in which the RV park will be located.

E. ~~D-~~AREA REQUIREMENTS. None.

F. ~~E-~~SETBACK REQUIREMENTS.

- 1. Minimum Setback. None, except, structure(s) shall not be less than ten (10) feet from the property line, where the commercial lot line(s) abutting abuts a residentially zone parcel(s).
- 2. Maximum Setback. The maximum setback requirement applies only in the C-2 Downtown zone. The maximum allowable front yard setback in C-2 is five (5) feet. This standard is met when 100 percent of the front building elevation is placed no more than five (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 seating area) is provided between the building and front property line. On through lots (lots with front and rear frontage on a street), this standard applies only to the designated front setback.

G. ~~F-~~HEIGHT OF BUILDING.

- 1. Maximum Height. No commercial structure shall exceed a height of forty-five feet (45') without submitting a Variance Application and receiving prior authorization from the City Planning Commission and/or the City Council.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 7

2. Minimum Height. Within the C-2 zone, the minimum building height for building facades facing an arterial street shall be twenty (20) feet unless otherwise approved through the site plan approval process.
- H. ~~G.~~—PARKING REGULATIONS. Shall meet the requirements of Table #1, Attachment 'A' in Section 8-12.4.7 and requirements of Sections 8-12.4.4 through 4.7 of the City's Zoning and Land Development Ordinance and shall be reviewed as part of the site plan review.
- L. ~~H.~~—SANITATION REGULATIONS. Before any structure receives a Certificate of Occupancy, it shall be connected to the city sewer system; or where the structure is within three-hundred feet (300') of an existing city sewer.
- J. ~~I.~~—WATER REGULATIONS. Before any structure receives a Certificate of Occupancy it shall be connected to the city water system unless authorized by the city for connection to any adjoining water system.
- K. ~~J.~~—FLOODPLAIN. Any structure proposed to be located in the floodplain must meet Federal Emergency Management Agency (FEMA) and ordinance regulations.
- L. ~~K.~~—LIGHTING.
1. Structural exterior lighting shall not project directly into an abutting lot.
 2. Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.
 3. Not be able to see source of light, or light reflective or amplifying device from outside property line.
 4. No structure has blinking, strobe, or rotating light(s) unless required by FAA.
 5. Lighted poles shall not exceed twenty feet (20') in height.
- M. Outdoor Storage, Trash Collection and Loading Areas. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.
- (a) Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.
 - (b) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.
 - (c) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot, where feasible.
 - (d) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure.
- ~~L.~~—USES PROHIBITED IN THE COMMERCIAL ZONE
- ~~1.~~—Bulk fuel facilities for loading and storage
- N. M. LANDSCAPING AND SCREENING.
1. Landscape plans shall be submitted with the site plan application and must receive approval.
 2. ~~1.~~—All unused portions of the property shall be maintained with landscaping consisting of ground cover, or planted grass, shrubs, trees, flower beds, bark dust, or other suitable landscaping.
 3. ~~2.~~—Property owner shall be responsible for establishing and maintaining the landscaping on the lot.
 4. ~~3.~~—A minimum of fifteen percent (15%) of the total lot area shall be landscaped. This is submitted with the site plan application and must receive approval. Within the C-2 zone, an E exception to

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 8

this provision may be granted where: ~~i. The proposed development is in the applicant provides alternative landscaping or pedestrian amenities, including, but not limited to, street trees, benches, and planters, established downtown area.~~

5. ~~ii~~ Areas of the lot used for vehicle maneuvering, parking, loading, repair, or storage, shall be landscaped and screened as follows:
 - (a) ~~(A)~~ At least seven percent (7%) of the parking lot area shall be landscaped. Trees shall be planted at a ratio of one tree per ten (10) parking spaces to achieve a canopy effect over fifty percent (50%) of the lot area.
 - (b) ~~(B)~~ Landscape buffers are required between parking areas and streets and shall have a minimum width of three feet (3').
 - (c) ~~(C)~~ Landscape buffers between parking abutting a property line shall have a minimum width of three feet (3').
 - (d) ~~(D)~~ Front or exterior yard landscaping may not be submitted for the interior landscaping required for interior parking stalls.
 - (e) ~~(E)~~ There shall be a minimum distance of five feet (5') between parking areas and adjacent residential lots.
 - (f) ~~(F)~~ Landscape buffers shall consist of evergreens ground cover and shrubs mixed with a variety of flowering and deciduous plant species of trees and shrubs.
 - (g) ~~(G)~~ Landscaping in a parking or loading area shall have a width of not less than five feet (5'). Landscaping in a parking lot or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.
6. ~~(H)~~ Provision shall be made for the irrigation of planting area.
7. ~~(I)~~ Required landscaping shall be continuously maintained.
8. ~~(J)~~ Vegetation planted in accordance with an approved site plan shall be maintained by the property owner or developer. Plants or trees that die or are damaged shall be replaced and maintained.
9. ~~(K)~~ Drainage. Surface drainage shall be ~~contained on-site~~ managed in accordance with the City's stormwater master plan.

O. ~~N.~~ DESIGN REVIEW: To provide design standards for commercial development within the city limits of Madras. These standards ensure that the public health, safety and general welfare are protected and the general interest of the public is served. The standards provide for originality, flexibility and innovation in site planning and development to enhance the special characteristics that make Madras a unique place to live.

1. ~~Ordinance Provisions Applicability.~~ Except as exempted by Section 3.5.O.2 #2, the provisions design standards of this ordinance section shall apply to the following activities:
 - (a) All new building construction.
 - (b) Any exterior modifications ~~to~~ or expansion of existing buildings.
 - (c) All new parking lots.
 - (d) All outdoor storage and display areas.
 - (e) All new signs.
 - (f) All new drive-through and drive-up facilities.
 - ~~f. All building expansions greater than 10,000 square feet.~~
 - ~~g. Structures shall be painted or repainted in a single primary color in whites, creams or earth tones with complimentary trim. The trim shall not exceed twelve inches (12") in width.~~
2. Exemptions. This ordinance section does not apply to the following activities:
 - (a) Maintenance of the exterior of an existing structure such as re-roofing or residing.
 - (b) Interior remodeling.
 - (c) Reconstruction of buildings located on properties which have been destroyed or substantially damaged by fire or natural causes. The building(s) shall be reconstructed in the same location as it existed prior to damage or destruction. Reconstruction shall commence within one (1) year of the damage or destruction.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 9

- (d) Building expansions as follows:
 - (i) Within the C-1 and C-3 zoning district, where the expansion does not exceeding 25% of the gross square footage of the original building and where the expansion does not exceed or 10,000 square feet in area, whichever is less.
 - (ii) Within the C-2 zoning district, where the expansion does not exceed ten (10) percent of the gross square footage of the original building or 3,000 square feet in area, whichever is less.
- (e) Parking lot expansions not exceeding 25% of the gross square footage of the original lot and where the total amount of parking provided will not exceed 150% of the parking allowed by the Zoning Ordinance.
- 3. Process. In addition to the requirements of Section 8-12.4.8 (Site Plan Approval), the review authority (Community Development Director) shall approve, approve with conditions or deny an application based upon compliance with the site plan criteria, and design review standards of this section. Approval shall be obtained from the review authority prior to the issuance of a building permit for all activities described in Paragraph (1) of this section. The review authority for developments of 30,000 square feet or less shall be the Community Development Director. For developments of greater than 30,000 square feet, the Community Development Director shall forward the application to the Planning Commission.

The process is intended to be flexible. Therefore, where strict application of the design standards in this section would be counterproductive to the goal of encouraging high quality development that enhances the City, an applicant may propose alternative design solutions. However, the burden of proof shall be on the applicant to show that the alternative design better accomplishes the City's goals.

- 4. Application Requirements. The applicant shall attend a pre-application conference prior to filing an application for Design Review with the City. After attending the pre-application conference the applicant shall file an application for Design Review along with other applicable applications (site plan and/or conditional use) with the City.
- 5. Standards for Approvals for all Buildings 30,000 gross square feet or less. The review authority shall use the standards in this section and the criteria for site plan review to ensure compliance with the purpose of Design Review.
 - (a) Natural Features - Buildings shall be sited to protect areas of special interest or other natural features such as natural grade, trees, vegetation and rock out-croppings are encouraged to be incorporated into the overall site plan and may be calculated as part of the landscaping requirement if healthy and not damaged during construction.
 - (b) Building, location and orientation - New buildings shall have at least one principle building entrance oriented toward the primary frontage property line.
 - (c) Pedestrian Walkways
 - (i) Walkways from the sidewalk to building entrances. A continuous pedestrian walkway shall be provided from the primary frontage sidewalk for pedestrians to access building entrances. This internal walkway shall incorporate a mix of landscaping, benches, drop-off bays and bicycle facilities for at least 50% of the length of the walkway. This walkway is necessary for persons who will access the site by walking, biking or transit. Walkways shall be connected to adjacent sites wherever practicable.
 - (ii) Walkways from parking areas to building entrances. Internal pedestrian walkways shall be developed for persons who need access to the building(s) from the parking pods. The walkways shall be located within the pods and shall be designed to provide access from the pods to the entrances of the building(s). The walkways shall be designed to separate people from moving vehicles as much as possible. These walkways shall have a minimum width of 5 feet with no car overhang or other obstruction. The walkways must

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 10

- also be designed for disabled access according to the Uniform Building Code. This may require the walkways to be widened or modified.
- (iii) ~~The All internal pedestrian~~ walkways shall be distinguished from the parking and riving areas by use of any of the following materials: special pavers, bricks, raised elevation or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Other materials may be used if they are appropriate to the overall design of the site and building and acceptable to the review authority.
 - (iv) Pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principle customer entrance of all principle buildings on the site.
 - (v) At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.
- (d) Mechanical equipment and service areas. Mechanical equipment and service areas shall be screened with visual barriers from adjacent properties, public roadways, parks, or other public areas. The architectural design of the building shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards.
- (e) Building elevations, design. ~~i. Exterior building design. (A) Buildings with The exterior walls of buildings which can be viewed from a public street and which are greater than 50-20 feet in horizontal length shall be constructed using a combination of the architectural features identified in subsection (f), below, and a variety of building materials and landscaping near the walls. The minimum number of architectural features to be incorporated into each wall is three (3) in the C-1 and C-3 zones and four (4) in the C-2 zone. Walls which can be viewed from public streets shall be designed using architectural features and landscaping (abutting the building) for at least 50% of the wall length. Other walls shall incorporate architectural features and landscaping for at least 30% of the wall length. (C) A Where appropriate, a portion of the on-site landscaping shall about the walls so that the vegetation combined with the architectural features significantly reduce the visual impact of the building mass as viewed from the street.~~
- (f) ~~(B) Architectural Features.~~ Architectural features are elements that complement the design intent of the structure and are acceptable to the review authority. Architectural features shall be appropriate for the proposed building type and style and features may vary on rear/side/front elevations. Architectural features include, but are not limited to the following:
- (i) recesses,
 - (ii) projections,
 - (iii) wall insets,
 - (iv) arcades,
 - (v) window display areas,
 - (vi) awning,
 - (vii) balconies,
 - (viii) window projections (e.g., bay windows),
 - (ix) permanent landscape structures (e.g., built-in planter boxes),
 - (x) cupolas or towers,
 - (xi) pillars or posts,
 - (xii) decorative patterns on exterior finish (e.g. scales/shingles, wainscoting, ornamentation, and similar features),
 - (xiii) window trim (minimum four (4) inches wide),
 - (xiv) ~~or~~ other features that complement the design intent of the structure and are acceptable to the review authority.
- (g) ~~(D) Building materials.~~ The predominant building materials should be materials that are characteristic of Central Oregon such as brick, wood, native stone and tinted/textured

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 11

concrete masonry units and/or glass products. Other materials such as smooth-faced concrete block, undecorated tilt-up concrete panels, or pre-fabricated steel panels should only be used as accents and not dominate the building exterior of the structure. Within the Downtown Commercial (C-2) zone, the following exterior finish materials are prohibited (except when used as foundation materials): smooth-faced (plain) concrete block, plain concrete panels, corrugated metal, plywood, sheet press board, and vinyl siding. Metal roofs may be allowed if compatible with the overall architectural design of the building.

- (h) ii-Roof Design. Roofs should be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible roof lines and roofs that project over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat roof tops. Overhanging eaves, sloped roofs and multiple roof elements are highly encouraged.
- (i) iii-Customer Entrances. Clearly defined, highly visible customer entrances using features such as canopies, porticos, arcades, arches, wing walls, and integral planters are highly encouraged. Within the Downtown Commercial (C-2) zone, buildings must provide weather protection for patrons using customer entrances. At a minimum, the main public entrance must have an awning, canopy, arcade, or similar feature that provides weather protection.
- (j) iv-Community Amenities, such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.
- (k) f-Building and Sign Colors: Exterior colors shall be of low reflectance, subtle, neutral or earth tone colors. The use of high intensity colors such as black, neon, metallic or florescent for the facade and, or roof of the building are prohibited except as approved for building trim. The use of Trademark colors will require approval.
- (l) Drive-Through and Drive-up Facilities: The regulations of this section apply to all uses that have drive-through or drive-up facilities and apply only to the portions of the site development that comprise the drive-through or drive-up facility.
 - (i) Stacking lanes must be set back 5 feet from all lot lines.
 - (ii) All driveway entrances, including stacking lane entrances, must be at least 50 feet from an intersection.
 - (iii) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation.
 - (iv) Stacking lanes must be clearly identified and separated from parking and travel areas through such means as striping, curbing, landscaping, and signs.
 - (v) Gasoline service stations. A minimum of 30 feet of stacking lane is required between a curb cut and the nearest gasoline pump.
 - (vi) Drive in restaurants. A minimum of 150 feet for a single stacking lane or 80 feet per lane when there is more than one stacking lane is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
 - (vii) Other drive-through and drive-up facilities. A minimum of 45 feet for a single stacking lane or 30 feet when there is more than one stacking lane is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
- (m) Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 12

6. The Standards for Buildings Greater than 30,000 Gross Square Feet (Big Box Stores). The purpose of these regulations are to break up the apparent mass and scale of large retail structures and to ensure that such development is compatible with, and does not detract from the City of Madras' unique character, scale, and sense of place. To encourage a mixture of uses and sizes of structures and to promote and facilitate a safe and comfortable pedestrian scale environment, as well as to reduce the visual impact of large areas of parking. The building(s) shall be kept in good condition and shall be the responsibility of the property owner or building owner. The standards in this section shall apply in addition to the standards of 8-12.3.5(O)5. In case of a conflict, the more restrictive standards shall prevail.
- (a) Size and Mass. No single retail establishment greater than 150,000 gross square feet is permitted. However, the total structure can be larger than 150,000 gross square feet so long as no single retail space exceeds 150,000 gross square feet.
- (b) Building Design. Buildings should have architectural features and patterns that provide visual interest, at the scale of the pedestrian, reduce massive aesthetic effects, and reflect the local character. The following elements should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint: color changes, material changes, texture changes and relief feature (such as offsets, projections and reveals):
- (i) Architectural Unity. All buildings on the same site shall be architecturally unified. ~~This provision shall apply to new construction, additions and remodeling.~~ Architectural unity means that buildings shall be related in architectural style, color scheme, and building materials.
- (ii) Exterior Materials. Predominant exterior building materials shall be of high quality material. These include, without limitation: brick, exterior wood siding, rock, stone or tinted and textured concrete masonry units. Facade colors shall be neutral or earth tone colors. Building trim and accent areas may feature brighter colors, including primary colors, but these colors may not comprise more than 15% of any building facade. The use of high intensity, metallic, black or fluorescent colors including primary colors. Exterior building materials shall not include the following:
- (a) Smooth-faced concrete block;
- (b) Smooth-faced tilt-up concrete panels; or
- (c) Pre-fabricated steel panels
- (iii) Facades and Exterior Walls. The following standards, which apply to all building facades which are visible from adjoining public streets or properties, are intended to reduce the massive scale of large buildings which, without application of these standards, be incompatible with City's desired character.
- (a) Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet.
- (iv) Roofs. The following standards are intended to foster variations in roof lines to add interest to, and reduce the massive scale of, large buildings. Roof features should complement the character of adjoining development. Roofs shall have no less than two (2) of the following features:
- (a) Parapets concealing flat roofs and rooftop equipment, such as HVAC units from the public view. The average height of such parapets shall not exceed 15% of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three dimensional cornice treatment and shall not be of a constant height for a distance of greater than 150 feet.
- (b) Overhanging eaves, extending no less than 3 feet past the supporting walls, for no less than 30% of the building perimeter.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 13

- (c) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every three (3) feet of horizontal run and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run.
- (d) Three or more roof slope planes.
- (v) Entryways. Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features:
 - (a) Large retail buildings shall feature multiple entrances that are separated by not more than 300 feet along any side of a building requiring customer entrances. Multiple building entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores, or identified departments of a store. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face bordering land uses.
 - (b) All sides of a principle building that directly faces an abutting public street shall feature at least one customer entrance. Where a principle building directly faces more than two (2) abutting public streets, this requirement shall apply only to two (2) sides of the building, those sides which are abutting the streets.
 - (c) When structures are adjacent to a residential zone and separated from that zoning district by a public or private street, the structure shall have at least one (1) entryway facing that street.
 - (d) Each principle building on a site shall have clearly defined, highly visible customer entrances featuring no less than three (3) of the following:
 - (i) Canopies or porticos;
 - (ii) Overhangs;
 - (iii) Recesses/projections;
 - (iv) Arcades;
 - (v) Raised corniced parapets over the door;
 - (vi) Peaked roof forms;
 - (vii) Arches;
 - (viii) Outdoor patios;
 - (ix) Display windows;
 - (x) Architectural details, such as tile work and moldings which are integrated into the building structure and design; or
 - (xi) Integral planters that incorporate landscaped areas and/or places for sitting.
- (vi) Multiple Entryways. Multiple entryways or architectural features shall be incorporated into the design in order to break up the apparent mass and scale of large retail structures. Entrances may be to tenant spaces other than the primary retail tenant. For structures:
 - (a) 50,000 square feet to 75,000 square feet, there shall be a clearly articulated public entrance on at least two (2) sides of the structure. At least one (1) such entrance shall be visible from a public street and connected to that street by a pedestrian sidewalk.
 - (b) 75,000 square feet and above, shall provide a significant pedestrian amenity such as outdoor seating areas, play areas for children, and public courtyards.
- (c) Site Design. All buildings and enclosures shall be designed to be compatible with the primary structure. Compatibility shall be measured in terms of design, form, use of materials and color.
 - ~~(a) Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 14

~~Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director. (b)~~

- (i) Community Spaces. Large retail developments shall provide outdoor spaces and amenities to link structures with the remainder of the community. Passenger drop-off/pick-up points shall be integrated with traffic patterns on the site. Special design features shall enhance the building's function as a center of community activity. Each retail development shall provide at least two (2) of the following design features, which shall be constructed of materials that match the principle structure and linked by sidewalks to the principle structure:
- (a) Patio/seating area;
 - (b) Pedestrian plaza with benches;
 - (c) Window shopping walkway;
 - (d) Outdoor playground area; or
 - (e) Water feature, clock tower, ~~or~~
- (d) Landscaping: all buildings shall provide the following landscaping, and shall be the property owner's responsibility to ensure that the landscaping remain healthy and in good condition:
- (a) A landscaped buffer of at least twenty (20) feet in width shall be provided along all property lines abutting roadways, with breaks for approved access points. A minimum of 5 feet wide landscape buffer shall be planted along all other property lines. No parking is permitted within these required landscape areas.
 - (b) ~~A minimum of five (5) percent of the area within the boundaries of the parking lot shall be landscaped.~~ Landscaped areas shall be protected by raised curbs or fixed wheel stops approved by the City Public Works Department. A variety of trees, shrubs and flowers shall be incorporated into the landscaping.
- (e) Pedestrian Circulation. Pedestrian accessibility opens auto-oriented developments to nearby neighborhoods, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for internal pedestrian circulation systems that will provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience.
- (a) ~~Pedestrian walkways, no less than five (5) feet in width, shall be provided from the public sidewalk or right of way to the principle customer entrance of all principle buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.~~
 - (ii) ~~(b)~~ Sidewalks, no less than six (6) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. These sidewalks shall be located at least six (6) feet from the front of the building to provide planting beds for foundation landscaping, except here features such as arcades or entryways are part of the facade.
 - (iii) ~~(b)~~ Weather protection features such as awnings or arcades shall extend at least twenty (20) feet from all customer entrances.
 - (a) ~~All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.~~
- (f) Parking Orientation. Parking areas shall provide safe, convenient, and efficient access. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks and to reduce the overall scale of the paved surface. When buildings are located closer to streets, pedestrian traffic is encouraged and architectural details take on added importance. *To achieve this, for any retail building, no more than twenty (20) percent of the off-street parking area for the entire property shall be located*

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 15

between the principle building(s) and an arterial street, unless other buildings located between the principle building and the arterial street extend along at least fifty (50) percent of the frontage between the arterial and the principle building.

- ~~(a) Vehicle traffic utilizing drive-up windows on buildings within the development shall be designed for pedestrian safety, and not conflict with the pedestrian traffic.~~
- ~~(xi) Lighting. Must comply with requirements in Section 8-12.3.5(K).~~
- (g) ~~(xii) Outdoor Storage, Trash Collection and Loading Areas. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.~~
 - ~~(a) Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.~~
 - ~~(b) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.~~
 - ~~(c) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot.~~
 - ~~(d) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure;~~
 - (i) (e) Areas for the storage and sale of seasonal merchandise shall be permanently defined and screened with walls and/or fences. Materials, colors and design of screening walls and or fences shall conform to those used as in the principle structure. If such areas are to be covered, then the covering shall conform to the colors on the building.
 - (ii) ~~(f) Outdoor display and storage shall not encroach on any portion of a walkway, drive aisles or required parking spaces. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 30 feet of any internal pedestrian way.~~

SECTION 3.5.1.3.5.2: NEIGHBORHOOD COMMERCIAL (NC)

- SECTION 3.6: INDUSTRIAL (I)
- SECTION 3.7: MANUFACTURED DWELLING PARK
- SECTION 3.8: OPEN SPACE (O/S)
- SECTION 3.9: AIRPORT DEVELOPMENT ZONE
- SECTION 3.10: AIRPORT OVERLAY DESIGNATION
- SECTION 3.11: MEDICAL OVERLAY (MO)

ARTICLE 4: SUPPLEMENTARY PROVISIONS

- SECTION 4.1: MAINTENANCE OF MINIMUM ORDINANCE REQUIREMENTS
- SECTION 4.2: ACCESS
- SECTION 4.3: FENCES

SECTION 4.54: OFF-STREET PARKING AND LOADING –

~~Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs. General provisions are as follows:~~

- A. The provision and maintenance of off-street parking and loading spaces is a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements are complied with.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 16

B. Requirements for types of buildings and uses not specifically listed in this ordinance shall be determined by the Hearings Body based upon the requirements for comparable uses listed. ~~In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately.~~

~~Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.~~

~~Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building.~~

C. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

D. Loading. Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs.

1. In any zone in connection with every building or part thereof hereafter erected and having a gross floor area of 10,000 square feet or more, which is to be occupied for manufacturing, storage, warehousing, goods display, retail sales, a hotel, a hospital, a mortuary, a laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles or materials or merchandise, there shall be provided and maintained at least one (1) off-street loading berth, plus one (1) additional such 20,000 square feet. Said loading berth shall be provided with access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be ten feet (10') wide and twenty-two feet (22') long with a height clearance of at least fourteen feet (14'). A sight obscuring screen, berm or landscaping shall conceal all loading areas from view from public streets or roads.
2. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

SECTION 4.45: OFF-STREET PARKING - At the time a building is constructed or enlarged by fifty percent (50%) or more, off-street parking spaces shall be provided as set forth in this section.

A. Amount required. The number of required off-street vehicle parking spaces shall be determined in accordance with Table 4.5-1. Off-street parking spaces may include spaces in garages, carports, parking lots, 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.

1. The square footage measured shall be the gross floor area of the building but shall exclude any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.
2. In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately, unless it can be shown that the peak parking demands are less. In that case, the total requirement may be reduced accordingly.
3. Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces as long as peak demand for each does not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 17

4. On-Street Parking Credit. Within the C-2 and C-3 zoning districts, credit may be allowed for "on-street parking". The amount of off-street parking required may be reduced by one off-street space for every on-street space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking. On-street parking spaces shall meet the dimensional requirements of Table 4.6-1.
- B. Location
1. Except as allowed pursuant to Section 3.5.1.O.6(f), no automobile parking, with the exception of handicapped parking, is permitted between the building and an arterial, or collector unless the Community Development Director determines there is no feasible alternative to provide the required parking. If a building setback is provided, the setback area shall be paved with a hard surface (concrete or unit pavers, not asphalt) and shall incorporate seating and landscaping. A public entrance shall be within one-hundred feet (100') of the right-of-way of an arterial or collector street.
 2. Development on lots or sites with three (3) frontages may have vehicle parking areas between the building and one (1) of the streets. Development on full blocks may have vehicle parking areas between the building and two (2) of the streets. However, the vehicle area must be between a local street and the building, not an arterial, other than a freeway or other fully controlled access highway.
 3. Parking lots with fifty (50) spaces or more shall be divided into separate areas and divided with landscaped areas or walkways at least ten feet (10') in width or by a building or group of buildings.
 4. Parking lots shall not occupy more than thirty-three percent (33%) of the frontage of a block on any pedestrian oriented streets.
 5. Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building, unless otherwise approved by the Community Development Director.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 18

Table 4.5-1 Required Vehicle Parking

BUILDING TYPE	PARKING SPACES REQUIRED (<u>Spaces per 1,000 sq. ft. unless otherwise noted</u>)
Commercial and Industrial	
Office Buildings, Banks	2.5 spaces
Business and Professional Services	3.3 2.86 spaces
Commercial Recreational Facilities	10.0 spaces
Shopping Goods (Retail)	5.0 2.86 spaces
Convenience Goods (Retail)	5.0 2.86 spaces
Restaurants	10.0 spaces
Personal Services and Repairs	5.0 2.86 spaces
Manufacturing	2.0 spaces
Warehouses	1.0 spaces
Wholesale	1.5 spaces
Residential	
Single Family Dwelling	1 space per dwelling unit
Duplexes	1 space per dwelling unit
Multiple Family Dwelling	1 space per dwelling unit
Apartment Hotels, Rooming Houses	1 space per dwelling unit
Hotels (spaces per bedroom)	1 space per bedroom
Motels (spaces per bedroom)	1 space per bedroom
Public Buildings	
Museums and Libraries	3.3 spaces
Public Utilities	3.3 spaces
Welfare Institutions	2.5 spaces
Medical Buildings	
Medical and Dental Offices	5.0 2.86 spaces
Hospitals	10.0 spaces
Convalescent Homes <u>or assisted living</u>	5.0 spaces 1.0 space per 2 patient beds or one space per apartment unit
Auditoriums	
General Auditoriums and Theaters	0.25 spaces per seat
Stadiums and Arenas	0.25 spaces per seat
School Auditoriums	0.10 spaces per seat
University Auditoriums	0.10 spaces per seat

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 19

Table #1 - ZONING REQUIREMENTS FOR OFF-STREET PARKING

BUILDING TYPE	RANGE	MODE* (Peak Hour) (Spaces per 100 Sq. Ft.)	MEAN (Avg. Low)
Commercial and Industrial			
Office Buildings, Banks	0.08 - 1.33	0.25	0.33
Business and Professional Services	0.08 - 1.33	0.33	0.37
Commercial Recreational Facilities	0.16 - 2.00	1.00	0.79
Shopping Goods (Retail)	0.06 - 3.00	0.50	0.44
Convenience Goods (Retail)	0.10 - 1.33	0.50	0.44
Restaurants	0.06 - 2.00	1.00	0.75
Personal Services and Repairs	0.08 - 1.00	0.50	0.40
Manufacturing	0.02 - 1.00	0.20	0.25
Warehouses	0.02 - 1.00	0.10	
Wholesale	0.03 - 1.00	0.15	0.16
Residential		(Spaces per Unit)	
Single Family Dwelling	0.50 - 3.00	1.00	1.28
Duplexes	0.50 - 2.00	1.00	1.26
Multiple Family Dwelling	0.50 - 2.00	1.00	0.97
Apartment Hotels, Rooming Houses	0.25 - 1.50	1.00	1.00
Hotels (spaces per bedroom)	0.16 - 2.00	1.00	0.97
Motels (spaces per bedroom)	0.25 - 1.25	1.00	1.00
Public Buildings		(Spaces per 100 Sq. Ft.)	
Museums and Libraries	0.10 - 3.33	0.33	0.42
Public Utilities	0.10 - 1.00	0.33	0.29
Welfare Institutions	0.10 - 0.67	0.25	0.20
Medical Buildings		(Spaces per 100 Sq. Ft.)	
Medical and Dental Offices	0.08 - 1.33	0.50	0.43
Hospitals	0.10 - 2.00	1.00	0.28
Convalescent Homes	0.08 - 1.00	0.50	0.35
Auditoriums		(Spaces per Seat)	
General Auditoriums and Theaters	0.06 - 0.33	0.25	0.2
Stadiums and Arenas	0.05 - 0.33	0.25	0.2
School Auditoriums	0.05 - 0.25	0.10	0.14
University Auditoriums	0.06 - 0.25	0.10	0.15

Existing table to be deleted

* The mode value is usually also the value recommended for this zoning ordinance. The mode of a set of measurements is defined to be the measurement that occurs most often (with the highest frequency). The above diagram is explanatory to Parking Table.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 20

SECTION 4.6: DESIGN AND IMPROVEMENT STANDARDS FOR PARKING LOTS - The design and improvement standards for parking lots are:

- A. Parking Table and Diagram - Table 4.6-1 provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.
- B. Each parking space or stall shall be governed by the requirements of Section 4.8 Table 4.6-1, and in no case have less than a minimum width of eight feet (8') and a minimum length of eighteen feet (18') but in any case must have at least a total area of 144 square feet and must be individually accessible, be paved, and be adequately maintained.
- C. Except for parking in connection with dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling shall be designed to minimize disturbance to residents by the erection between the uses of a sight-obscuring fence or planted screen of not less than five feet (5') in height except where vision clearance is required.
- D. Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches (4") high and which is set back a minimum of one and one-half feet (1-1/2') from the property line.
- E. Artificial lighting which may be provided shall not shine or create glare in any residential zone or on any adjacent dwelling.
- F. Access aisles shall be of sufficient width to permit easy turning and maneuvering.
- G. Except for single-family and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.
- H. Service drives to off-street parking areas shall be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.
- I. Driveways shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining said lines through points thirty feet (30') from their intersection.
- J. The following standards shall apply to parking within the industrial zone.
 1. Parking shall be located at the rear and sides of a new building; parking can only be allowed in the front of the building (between the landscaping and street) upon approval by the Site Plan Committee.
 2. Parking shall not be allowed on collectors or arterials when industrial zoning is contiguous to said street.
 3. All parking areas shall be limited to sixty (60) spaces plus access--additional required parking shall be separated by five (5) foot landscaped strips except for access. The sixty (60) parking spaces shall be referred to as a cluster of parking.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 21

Parking-Table 4.6-1 Parking Area Dimensions

A	B	C	D	E	F	G
Parallel	8'0"		12.0	22.00	20.0	2
8'0"	13.6	11.0	23.4	24.6		
20 degrees	8'6"	14.1	11.0	24.9	25.1	1
9'0"	14.6	11.0	26.3	25.6		
10'0"	15.5	11.0	29.2	26.5		
8'0"	16.0	11.0	16.0	27.0		
8'6"	16.4	11.0	17.0	27.4		
30 degrees	9'0"	16.8	11.0	18.0	27.8	1
9'6"	17.3	11.0	19.0	28.3		
10'0"	17.7	11.0	20.0	28.7		
8'0"	18.4	14.0	11.3	32.4		
8'6"	18.7	13.5	12.0	32.2		
45 degrees	9'0"	19.1	13.0	12.7	32.1	3
9'6"	19.4	13.0	13.4	32.4		
10'0"	19.8	13.0	14.1	32.8		
8'0"	19.7	19.0	9.2	38.7		
8'6"	20.0	18.5	9.8	38.5		
60 degrees	9'0"	20.3	18.0	10.4	38.3	3
9'5"	20.5	18.0	11.0	38.5		
10'0"	20.8	18.0	11.5	38.8		
8'0"	19.8	20.0	8.5	39.8		
8'6"	20.1	19.5	9.0	39.8		
70 degrees	9'0"	20.4	19.0	9.6	39.4	3
9'6"	20.6	18.5	10.1	39.1		
10'0"	20.9	18.0	10.6	38.9		
8'0"	19.2	25.0	8.1	44.2		
8'6"	19.3	24.0	8.6	43.3		
80 degrees	9'0"	19.4	24.0	9.1	43.4	3
9'6"	19.5	24.0	9.6	43.5		
10'0"	19.6	24.0	10.2	43.6		
8'0"	18.0	26.0	8.0	44.0		
8'6"	18.0	25.0	8.5	43.0		
90 degrees	9'0"	18.0	24.0	9.0	42.0	3
9'6"	18.0	24.0	9.5	42.0		
10'0"	18.0	24.0	10.0	42.0		

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 22

SECTION 4.7: BICYCLE PARKING PARKING TABLE AND DIAGRAM — The following table (attached as Exhibit "A") provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.

- A. Bicycle parking Applicability: Multi-family development of four (4) units or more, new retail, office and institutional development, transit transfer stations, and park and ride lots must provide bicycle parking facilities.
- B. Exemptions - The City Administrator may allow exemptions to required bicycle parking in connection with temporary uses that are not likely to generate the need for bicycle parking.
- C. Number of Spaces - The minimum number of bicycle parking spaces which are required shall be at least one (1) bicycle space for every ten (10) automobile parking spaces required under "mode" on Table 4.5-1. #1 designating parking space requirements according to type of use.
- ~~ⁱ The number of automobile parking spaces may be reduced, where desired, by ten (10) for each additional bicycle parking space constructed above the minimum under this provision. However, the number of automobile parking spaces may not be reduced below the minimum described under the "range" column in Table #1. In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.~~
- D. Location - All required bicycle parking shall be located on-site within fifty feet (50') of well-used entrances and not farther from the entrance than the closest off-street parking space. ~~With the written permission of the appropriate authority having responsibility for the public right-of-way, short-term parking may be located in the public right-of-way.~~
1. ~~4. Multiple Uses~~ - For buildings with multiple entrances, required short term bicycle parking shall be distributed proportionally at the various entrances. Required long-term public parking shall also be distributed at the various public entrances, while employee parking shall be located at the employee entrance, if applicable.
 2. Bicycle parking may be provided within a building, but the location must be easily accessible for bicycles.
- ~~In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.~~
3. Employee and residential bicycle parking shall offer a high level of security, i.e., bicycle lockers or a locked cage or room with locking facilities inside, to provide safe, long-term parking.
 4. Bicycle parking may be provided within the public right-of-way in areas without building setbacks, subject to approval of the Public Works Director and provided it meets the other bicycle parking requirements.
 5. Bicycle parking facilities shall be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.
 6. Cover for bicycle parking shall be provided by a bicycle storage room, bicycle locker, or racks inside a building; bicycle lockers or racks in an accessory parking structure; underneath an awning, eave, or other overhang; or other facility as determined by the Hearings Body or Community Development Director that protects the bicycle from direct exposure to the elements.
 7. All required long-term bicycle parking and all bicycle parking for residential, school, and industrial uses must be covered.
- E. ~~5-~~Parking Space Dimensions - Each required bicycle parking space shall be at least two and a half feet (2 ½') by six feet (6') and when covered, provide a vertical clearance of at least seven feet (7'). An access aisle of at least five feet (5') wide shall be provided and maintained beside or between each row of bicycle parking (vertical clearance may be four feet (4') in an enclosed bicycle locker. Each required bicycle parking space must be accessible without moving another bicycle.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 23

- F. ~~6. Parking Facilities~~ - The intent of this subsection is to ensure that required bicycle parking facilities are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
1. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e. a "rack") upon which the bicycle can be locked.
 2. Bicycle racks must hold bicycles securely by means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
- G. ~~7. Lighting~~ - Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well lit as motor vehicle parking.
- H. ~~8. Signing~~ - Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only. ~~9. Alternative 1~~ - Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility. Directions to employee parking facilities may be signed or supplied as appropriate.
- I. ~~10. Paving/Surfacing~~ - Outdoor bicycle parking facilities shall be surfaced in the same manner as the motor vehicle parking or with a minimum of one inch (1") thickness of hard surfacing (i.e. asphalt, concrete, pavers, or similar material). This surface will be maintained in a smooth, durable, and well-drained condition.
- J. Rental - Bicycle parking spaces required by this ordinance may not be rented or leased except where required motor vehicle parking is rented or leased.

SECTION 4.8: SITE PLAN APPROVAL
SECTION 4.9: MOVING BUILDINGS
SECTION 4.10: ILLEGAL OCCUPANCY
SECTION 4.11: VISION CLEARANCE
SECTION 4.12: SIGNS
SECTION 4.13: HISTORIC STRUCTURE PRESERVATION
SECTION 4.14: MINIMUM STANDARDS FOR THE CONSTRUCTION OR ALTERATION OF SERVICE STATIONS
SECTION 4.15: SERVICE STATION ABANDONMENT
SECTION 4.16: RIPARIAN HABITAT PROTECTION
SECTION 4.17: WETLAND NOTIFICATION
ARTICLE 5: EXCEPTIONS AND VARIANCES
ARTICLE 6: CONDITIONAL USES
ARTICLE 7: ANNEXATION
ARTICLE 8: AMENDMENTS
ARTICLE 9: ADMINISTRATIVE PROVISIONS
ARTICLE 10: GENERAL PROVISIONS

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 1

ARTICLE 1: INTRODUCTORY PROVISIONS

SECTION 1.0	TITLE
SECTION 1.1	PURPOSE
SECTION 1.2	TERMINOLOGY
SECTION 1.3	GENERAL DEFINITIONS
SECTION 1.4	SPECIFIC DEFINITIONS

SECTION 1.5 DEFINITIONS

Area of Sign: The maximum area of the sign shall not exceed one-hundred fifty (150) square feet per side or a total of three-hundred (300) square feet.

Awning: An awning shall consist of a covered structure constructed of wood, canvas, cloth or other flexible material projecting horizontally from the building and attached to a building. Awnings that meet applicable building codes are not considered a sign by this ordinance.

Billboards: A billboard is a freestanding sign which contains a message unrelated to the business or profession conducted upon the premise on which the sign is located.

Business: Business shall mean all of the activities carried on by the same legal entity on the same premises and shall include, but not be limited to: service, commercial, and industrial uses and fraternal, benevolent, education, government, and social organizations.

Business Complex: Business complex shall mean one or more business tenants as occupants of the property. In a business complex, business tenants means but is not limited to, retail shops, executive or administrative services, including medical clinics and accessory pharmacies, professional offices, and personal service establishments which perform personal services on the premises and similar uses.

Business Sign: A sign that directs attention to a business, profession, activity, commodity service, product price, or entertainment conducted, sold, or offered upon the premises where such sign is located or within the building to which such sign is affixed.

Clear Vision Area: Signs along roadways, when allowable, shall not exceed three (3) feet in height unless there is a clear visibility area of at least eight (8) feet in height between the bottom of the sign and the ground. Any support standards for the sign shall not interfere with the clear vision area.

Construction Sign: A sign identifying individuals or companies involved in design, construction, wrecking, financing, or development when placed upon the premises where work is under construction but only for the duration of construction or ~~wrecking~~ demolition.

Directory Sign: A sign which indicates the name and/or address of the occupant, the address of the premises, and/or identification of any legal business or occupation which may exist at the premises.

Gross Surface Area: The entire area within a single continuous perimeter composed of a single face enclosing the extreme limits of characters, lettering, illustrations, ornamentations, or other figures, together with a material of color forming an integral part of the display to differentiate the sign from the background to which it is placed. Structural supports bearing no sign copy shall not be included in gross surface area; however, if any portion of the required structural supports become enclosed for decorative or architectural purposes, that portion will be included in the total gross surface area of the sign.

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 2

Flush Mounted Sign: A sign that is attached or painted directly onto the exterior surface of a building and does not project outward from the wall or surface of the building more than 1 inch (1").

Franchise Sign: A sign for advertising purposes which reflects affiliation with a chain of commonly named businesses, and which sign is required as a prerequisite for operation of the franchise.

Freestanding Sign: A freestanding sign is an on-premise sign supported by one or more uprights or braces in the ground and detached from any building or structure. Freestanding signs include, but are not limited to, monument signs and pole signs.

Frontage: Frontage shall be defined as the length of the property line of any one parcel of property along each accessible street or other public right-of-way it borders.

Height of Sign: Height of sign shall mean the vertical distance from the lowest point of elevation of the finished surface to the highest point of the sign or any vertical projection thereof.

Kiosk: A small, free standing structure which may have one or more surfaces used to display advertising or to identify or index a business or businesses.

Monument Sign: A low profile freestanding sign which has a solid base at ground level that is equal to or greater than the width of the sign face, and which has no separation between the base and sign. A monument sign shall not exceed eight feet in height from ground level, including the base.

Non-conforming Sign: A non-conforming sign is a sign which does not conform to the provisions of this ordinance.

Off-Premise Sign: An off-premise sign is a sign which contains a message unrelated to the business or profession conducted upon the premises where such signs are located.

Off-Premise Sign Structure: Any structure, or any portion of any structure, which is intended, designed or used to display an Off-Premise Sign.

On-Premise Sign: An on-premise sign is a sign which advertises only the business or the goods, products, or facilities located on the premises on which the sign is located, or the sale, rent or lease of the premises.

Owner: Any person, individual, government entity, firm, partnership, LLC, joint venture, association, social club, fraternal organization, fraternity, sorority, joint stock company, corporation, estate, trust, business trust, receiver, trustee, syndicate, or any other group or combination acting as a unit, who owns or leases an Off-Premises Sign Structure or leases from the owner of the underlying real property of an Off-Premises Sign Structure, and is in the business of selling space on such structures to others.

Pole Sign: A sign that is mounted on a freestanding pole(s) or other support so that the bottom edge of the sign face is clearly visible above grade.

Portable and/or Temporary Sign: A portable and/or temporary sign is any sign not designated to be permanently affixed to a building, structure, or the ground; a sign designed to be self-supporting and movable.

Principal Sign: A principal sign is defined as the primary permanent on-premise sign designed primarily to identify or advertise a business or facility to motorists or pedestrians approaching the business or facility. A "principal sign" is limited to a combination, freestanding, flush, or projecting sign.

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 3

Projecting Sign: A projecting sign is a sign other than a flush sign which projects beyond the building face to which it is attached.

Real Estate Sign: A sign which is used to offer for sale, lease, or rent that premises upon which such sign is placed.

Roof Sign: A sign mounted on the roof of a building.

Sign: An outdoor sign, display, message, emblem, device, figure, poster, billboard, or other thing that is used, designed or intended for advertising purposes or to inform or attract the attention of the public. The term includes the sign supporting structure, display surface and all other component parts of the sign. When dimensions of the sign are specified, the term includes the panels and frames, and the term includes both sides of the sign of specified dimension or area, but the term shall not include a sign as reasonably necessary or required by any branch or agency of the government pursuant to any public law or regulation.

Uniform Building Code: The State of Oregon Structural Specialty Code and Fire and Life Safety Code of 1979 Edition (Uniform Building Code) published by the International Conference of Building Officials, as adopted by the City of Madras and which is referred to as "UBC" in this ordinance.

ARTICLE 2: BASIC PROVISIONS

SECTION 2.1 SIGN ERECTION, REPAIR, ETC.

SECTION 2.2 SIGN CONFORMANCE; BILLBOARDS

SECTION 2.3 PROHIBITED SIGNS

SECTION 2.4 ADVERTISEMENT OF SERVICE

SECTION 2.5 PORTABLE SIGNS

SECTION 2.6 RESIDENTIAL SIGNS

SECTION 2.7 ON-PREMISE SIGNS

On-premise signs in the commercial and industrial zones of the City shall be reviewed by the Planning Commission and shall be restricted to the following standards: in this section:

- A. The total perimeter area of a combination of signs may not exceed three-hundred (300) square feet. Unless otherwise prohibited by this section the, with maximum perimeter area of shall be one-hundred fifty (150) square feet for any individual sign.
- B. Freestanding signs may not exceed thirty-five (35) feet in height. Freestanding signs in commercial and industrial zones are subject to the following restrictions.

<u>Freestanding Signs</u>				
<u>Zone</u>	<u>Type Allowed</u>	<u>Number Allowed</u>	<u>Maximum Size</u>	<u>Maximum Height</u>

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 4

C-1	Pole or Monument	1*	150 sq. ft.	20 feet
C-2	Monument	1*	32 sq. ft.	8 feet
C-3	Pole or Monument	1*	40 sq. ft.	20 feet
NC	Pole or Monument	1*	32 sq. ft.	20 feet
Industrial	Pole or Monument	1*	150 sq. ft.	35 feet

* One freestanding sign shall be allowed per business premise except as allowed by Section 2.7(C) and Section 2.7(D), below.

- C. ~~One freestanding sign shall be allowed per business premise.~~ Business premises with frontages on two ~~One one-way~~ streets can have two (2) freestanding signs, one for each direction on opposing one way streets. ~~Maximum perimeter area not to exceed one hundred fifty (150) square feet each side of sign.~~ A business mall shall be considered a single business for purpose of this section.
- D. If a business has more than one (1) frontage along traffic flows of opposite direction, the business may have one freestanding sign, for each direction of traffic flow, ~~the perimeter area not to exceed one hundred fifty (150) square feet per sign or three hundred (300) square feet in the aggregate.~~
- E. Building Signs - Each business shall be entitled to have two (2) square feet of flush mounted or wall sign area per ~~lineal foot~~ width of the building's dominant facade, with a maximum of one-hundred fifty (150) square feet of signs or six percent (6%) of the linear measurement of the building's dominant facade, whichever is more.
- F. Franchise Signs - Upon proof by a franchise business operator that display of a franchise sign is a necessary prerequisite to operation of the business of the franchise, and upon review and approval of the City Planning Commission, a franchise business operator may obtain an appropriate exception from application of this ordinance.

SECTION 2.8 REAL ESTATE SIGNS
SECTION 2.9 PROJECTING SIGNS
SECTION 2.10 PROJECTING SIGNS; CLEAR VISION AREA
SECTION 2.11 DIRECTIONAL SIGNS

SECTION 2.12 ROOF SIGNS
Roof Signs are prohibited. Signs may not extend above the roofline, eave, or parapet wall of the building to which they are attached.

SECTION 2.13 BILLBOARDS

ARTICLE 3: TEMPORARY AND SPECIAL SIGNS
ARTICLE 4: EXEMPT SIGNS
ARTICLE 5: PROCEDURE
ARTICLE 6: MAINTENANCE AND ENFORCEMENT
ARTICLE 7: VARIANCE
ARTICLE 8: APPEALS

ORDINANCE NO. 771

AN ORDINANCE AMENDING ORDINANCE NO. 723 [AN ORDINANCE ESTABLISHING LAND USE ZONES TO REGULATE THE LOCATION OF BUILDING STRUCTURES AND THE USE OF LAND WITHIN THE CITY OF MADRAS, OREGON, PROVIDING PENALTIES FOR THE VIOLATION THEREOF....], TO INCLUDE NEW COMMERCIAL ZONING DESIGNATIONS AND TO AMEND THE CITY OF MADRAS PARKING REQUIREMENTS, AND DECLARING AN EMERGENCY.

WHEREAS, the Madras Redevelopment Commission has established a goal to enhance the existing downtown and existing and emerging commercial areas to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district; and

WHEREAS, in order to help accomplish this goal, the Madras Redevelopment Commission hired a consultant; and

~~**WHEREAS**, a Legislative Amendment was initiated by the City Planning Commission at the request of the Madras Redevelopment Commission to consider changes to the downtown commercial area and review existing parking requirements that could be affected by the new zoning designations; and~~

WHEREAS, the City Planning Commission held public hearings on February 1, 2006 and on February 15, 2006 to consider the consultant's recommendations and accept comments from the public; and

WHEREAS, the City Planning Commission, after considering all written comments and testimony by the public, deliberated the matter fully and voted to forward a recommendation to the City Council that the Council approve proposed amendments to City Zoning Ordinance No. 723; and

WHEREAS, the Madras City Council held a public hearing on May 9, 2006 to consider the proposed amendments, and accept testimony from the public; and

WHEREAS, the City Council, after hearing the staff report, and considering all written comments and oral testimony from the public, closed the public hearing and continued their deliberations to the June 13, 2006 City Council meeting; and

WHEREAS, the City Council, on June 13, 2006, deliberated the matter fully and accepted staff's recommendations for amendments to the City Land Use and Zoning Ordinance and staff's recommendation to move the C-2 Zone to Willow Creek with the exception of Map #11-13-1CC, Tax Lots #5800, #5801, #5802, #5900 and #6000; Map #11-13-2DD, Tax Lot #1500, and Map #11-13-11AA, Tax Lot #1000 and #1100 which shall retain the C-1 zoning designation.

NOW, THEREFORE, the City of Madras ordains as follows:

1) **AUTHORIZED AMENDMENTS**

Staff is hereby authorized to make the following changes to City Land Use and Zoning Ordinance No. 723:

► **Article 2, Basic Provisions, Section 2.4, Establishment of Zoning Districts and Overlay Designations, shall be amended to include the following changes in the Commercial Zone**

Change "Commercial" to "Corridor Commercial"	C-1
Add "Downtown Commercial"	C-2
Add "Community Commercial"	C-3

There are no other changes to this section.

► **Article 3, Land Use Zones, Section 3.5, Commercial (C-1)**

Shall be changed to: **SECTION 3.5 COMMERCIAL**

► **Article 3, Land Use Zones, Section 3.5, Commercial, Subsection 3.5.1**

Shall be changed to read as follows:

SUBSECTION 3.5.1 CORRIDOR COMMERCIAL (C-1), DOWNTOWN COMMERCIAL (C-2) AND COMMUNITY COMMERCIAL (C-3)

A. USES.

1. Types of uses. For the purposes of this chapter, there are three types of uses:
 - (a) A permitted (P) use is a use which is permitted outright subject to site plan approval and to all of the applicable provisions of this title. If a use is not listed as a permitted use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.
 - (b) A conditional (C) use is a use the approval of which is at the discretion of the Planning Commission and subject to site plan approval. The approval process and criteria are set forth in 8-12.6. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.
 - (c) A prohibited (X) use is one which is expressly prohibited in the zone. In addition, uses not specifically listed as permitted or conditional in Table 3.5-1 or deemed to be similar uses pursuant to Section 8-12.9.27 are also prohibited.
2. Use Table. A list of permitted, conditional and prohibited uses in commercial zones is presented in Table 3.5-1.

Table 3.5-1: Uses in the C-1, C-2 and C-3 Zones

Uses	Corridor Commercial (C-1)	Downtown Commercial (C-2)	Community Commercial (C-3)
Commercial			
Clubs and lodges, similar uses	P	P	P
Eating and drinking establishments, including drive-through/drive-ins (1)	P	X	C
Eating and drinking establishments, excluding drive-through/drive-ins	P	P	P
Entertainment uses, including theaters, indoor amusement uses such as bowling alleys, and similar uses	P	P	P
Office uses including medical and dental offices, clinics and laboratories	P	P	P
Retail trade and services, except vehicle-oriented	P/C (5)	P/C (5)	P/C (5)
Retail trade and services, vehicle-oriented (2)	P/C (5)	X	C (5)
Personal and professional services, including laundromats, dry cleaners, barber shops and salons, bank and financial institutions, and similar uses (1)	P	P	P
Motels, hotels	P	P	P
Recreational vehicle parks subject to Section 8-12.3.5.1 (D)	C	X	X
Veterinary clinics (3)	C	X	C
Mortuary, crematorium	P	C	P
Commercial storage facilities (4)	C	X	X
Repair Services	P	C (6)	P
Light manufacture (e.g. small-scale crafts, electronic equipment, furniture, similar goods) when in conjunction with retail	C	C	C
Bakeries and similar food processing where goods are to be sold primarily on-site and to the general public	P	C	P
Bulk fuel facilities	X	X	X
Temporary Uses subject to Section 8-12.3.5.1 (C)	P	P	P
Public and Institutional			
Fire, police, or other government buildings	P	P	P
Libraries, museums, community centers, concert halls and similar uses	P	P	P
Public parking lots and garages	P	P	P
Public parks and recreational facilities	P	P	P
Schools (public and private)	C	C	C
Utilities, public and private (except towers)	P	P	P
Churches and places of worship	P	P	P
Residential			
Mixed use residential subject to Section 8-12.3.5.1 (B)	C	C	C
Dwellings (existing as of July 25, 2006)	P	P	P

Notes:

- (1) Drive-through or drive-in facilities are subject to the standards in Section 8-12.3.5.1 (O) 5 (l).
- (2) "Vehicle oriented retail trade and services" refers to those uses where automobiles and/or other motor vehicles are an integral part of the use, including, but not limited to, businesses that repair, sell, rent, store, or service automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, and similar vehicles and equipment. Those retail uses selling automobile parts and similar items are not considered vehicle oriented uses provided no vehicle servicing is conducted on-site.
- (3) Veterinary Clinics - Boarding of animals in conjunction with a veterinary clinic may be approved provided that the applicant can show that odor, dust, noise and drainage shall not constitute a nuisance, hazard, or health problem to adjoining property or uses. Fencing and/or vehicular access and loading restrictions may be required to protect surrounding properties.
- (4) Commercial storage facilities may include areas designed for the outdoor storage of boats, RVs and similar items provided the applicant can show that the facility will not create a nuisance to surrounding properties and uses. All commercial storage activities not conducted within an enclosed building shall be screened from view of all adjacent properties and adjacent streets by a sight obscuring fence, landscaping or similar means. The sight obscuring fence shall be subject to the provisions of Section 8-12.4.3.
- (5) Retail structures over 30,000 square feet are subject to Conditional Use approval by the Planning Commission.
- (6) No outdoor repair activity is permitted. Repair services are permitted only when conducted entirely indoors.

B. MIXED USE RESIDENTIAL. Residential uses (multiple-family dwellings) shall be permitted only when part of a mixed use development (residential with commercial or public/institutional uses) and subject to the following standards:

1. "Vertical" mixed use (housing above the ground floor) and "horizontal" mixed use (housing on the ground floor) developments may be permitted.
2. Within horizontal mixed use developments, residential uses shall be located behind commercial uses relative to the front lot line.
3. Access to residential uses shall not occupy more than twenty (20) feet or ten (10) percent (whichever is more) of frontage along the front lot line.

C. TEMPORARY USES. These uses may be seasonal or year and are for such activities as: mobile food vendors and sales of sunglasses, housewares, toys, crafts, vegetables and fruit stands. All temporary use permits are for business activities that are not located in a permanent structure that is built on a fixed foundation and would be commonly referred to as a building. All temporary uses must comply with State of Oregon health regulations and evidence of compliance (i.e. copy of permit, County Health Department Certificates, etc.) must be provided to the City of Madras Community Development Department prior to issuance of a temporary use permit. The following requirements shall be met and complied with prior to starting of business (Seasonal or Year-long Temporary Use application required).

1. Seasonal Temporary Uses. This type of temporary use (and Seasonal Temporary Use Permit) is for a duration of not more than three (3) months (i.e. 90 consecutive days). To be eligible for a Seasonal Temporary Use Permit, the following information must be provided and conditions met and adhered to:
 - (a) The address and/or location where the Seasonal Temporary Use activity will occur.
 - (b) Property Owner's written authorization for the use of the property for the Seasonal Temporary Use.
 - (c) Duration of Temporary Use, including starting date and time, and ending date and time.
 - (d) Hours of operation.
 - (e) Obtain a Business License from the City of Madras prior to business operation.
 - (f) The Temporary Use activity and all structures are to be removed from authorized site at least once each day and at all times when the activity is not open for business, except for a one-time exception not to exceed seven (7) consecutive days as specifically authorized by the Community Development

Director. For certain uniquely seasonal activities, like Christmas tree sales, 4th of July fireworks sales, the Community Development Director may allow a longer period.

2. Year-long Temporary Uses. This type of use (and Year-long Temporary Use Permit) is required for any qualified Temporary Use activity that will exceed three (3) months (90 consecutive days) duration. The Temporary Use activity and all structures, buildings, vehicles and any other support structure or equipment must be removed from the property (location of selling product) every evening and be absent from the site for a period of not less than six (6) consecutive hours.

The Year-long Temporary Use vendor must move around town and have a number of locations (no less than two) for the Temporary Use activity. No Year-long Temporary Use business activity can occur at the same location for more than 90 consecutive days without a 90 consecutive days absence from the same site before being allowed to return for another period not to exceed 90 consecutive days. To be eligible for a Year-long Temporary Use Permit, the following information must be provided and conditions met and adhered to:

- (a) The address and/or location where the Year-long Temporary Use activity will occur.
- (b) Property owner's written authorization for the use of property for the Year-long Temporary Use.
- (c) Hours of operation.
- (d) Duration of Year-long Temporary Use, including starting date and time, and ending date and time.
- (e) Shall obtain a Business License from the City of Madras prior to conducting business.
- (f) All signage must comply with all state and local requirements.
- (g) No furniture (i.e. table and chairs), separate awnings, or tents are permitted.

3. Temporary Structures may be placed on a lot while constructing an office or building.

D. RECREATIONAL VEHICLE PARKS. - Purpose: to provide for recreational vehicle parks, which are suitable for the placement and occupancy of recreational vehicles for recreational purposes with the necessary amenities.

1. Requirements

- (a) Recreational vehicle parks shall not be occupied by manufactured dwellings, except for one (1) dwelling (manufactured or conventional) for an on-site manager or care taker.
- (b) Access shall be paved and have direct access onto a street.
- (c) Site obscuring fencing or buffering of the RV park shall be provided.
- (d) Entrance to the RV park shall be designed with an adequate parking area for those registering, or checking out without blocking access to the designated RV park spaces and will not cause congestion on adjacent streets.
- (e) Lighting.
 - (i) Structural exterior lighting shall not project directly into an abutting lot.
 - (ii) ~~Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.~~
 - (iii) Not be able to see source of light, or light reflective or amplifying device from outside property line.
 - (iv) No structure has blinking, strobe, or rotating light(s) unless required by FAA.
 - (v) Lighted poles shall not exceed twenty feet (20') in height.
- (f) A dump station for discharging wastewater holding tanks shall be provided unless each space is equipped with a sewer connection.
- (g) RV park spaces shall provide on-site electrical, dump station or sewer connection, and water hookups.
- (h) Occupied RV park spaces shall not exceed 120 days by the same RV owner.
- (i) Accessory uses in conjunction with the RV park may include laundry facilities, playground, and convenience store.

2. Regulations:

- (a) No person shall establish or enlarge an RV Park without first obtaining the required approvals and permits as required by this Ordinance.
- (b) The following regulations and statutes must be adhered to by any applicant for an RV park permit in addition to all requirements included in this Ordinance.

- (i) Oregon Revised Statutes regarding RV parks.
- (ii) Oregon State Health Division administrative rules regarding RV parks.
- (iii) Oregon State Building Codes regarding plans review and construction of the RV park.

3. Procedure: An application for RV Park approval must be included with the submittal of a Conditional Use Application.

- (a) A completed application for an RV Park and the applicable fee submitted;
- (b) An area map at a scale which clearly shows the general neighborhood, streets, existing structures and facilities, hazard areas, and other significant features in the area;
- (c) A map of the proposed site showing all existing landscape features, existing structures, existing utilities (water, sewer, power, etc.) and existing vegetation;
- (d) A preliminary drawing indicating the general layout and design of the project, prepared at a suitable scale, to clearly show all streets, property boundaries, walkways, proposed permanent structures and recreational areas, parking and storage areas, and other facilities. Include approximate dimensions, where appropriate.
- (e) A preliminary utility plan, indicating sewer and water lines, electric, gas, telephone, cable television, and storm water facilities.
- (f) A conceptual landscaping plan indicating all existing vegetation to be retained, all proposed landscaping features including trees, shrubs, grass, flowering plants, fences, berms, and open space.
- (g) Access approach for the RV park must be existing or approved by the governing jurisdiction.
- (h) The RV park is compatible with the adjacent neighborhood.
- (i) The RV park shall not adversely affect the neighborhood in which the RV park will be located.

E. AREA REQUIREMENTS. None.

F. SETBACK REQUIREMENTS.

1. Minimum Setback. None, except, structure(s) shall not be less than ten (10) feet from the property line where the commercial lot line(s) abuts residentially zoned parcels.
2. Maximum Setback. The maximum setback requirement applies only in the C-2 Downtown zone. The maximum allowable front yard setback in C-2 is five (5) feet. This standard is met when 100 percent of the front building elevation is placed no more than five (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 seating area) is provided between the building and front property line. On through lots (lots with front and rear frontage on a street), this standard applies only to the designated front setback.

G. HEIGHT OF BUILDING.

1. Maximum Height. No commercial structure shall exceed a height of forty-five feet (45') without submitting a Variance Application and receiving prior authorization from the City Planning Commission and/or the City Council.
2. Minimum Height. Within the C-2 zone, the minimum building height for building facades facing an arterial street shall be twenty (20) feet unless otherwise approved through the site plan approval process.

H. PARKING REGULATIONS. Shall meet the requirements of Table 4.5-1, in Section 8-12.4.5 and requirements of Sections 8-12.4.4 through 8-12.4.7 of the City's Zoning and Land Development Ordinance and shall be reviewed as part of the site plan review.

I. SANITATION REGULATIONS. Before any structure receives a Certificate of Occupancy, it shall be connected to the city sewer system; or where the structure is within three-hundred feet (300') of an existing city sewer.

J. WATER REGULATIONS. Before any structure receives a Certificate of Occupancy it shall be connected to the city water system unless authorized by the city for connection to any adjoining water system.

K. FLOODPLAIN. Any structure proposed to be located in the floodplain must meet Federal Emergency Management Agency (FEMA) and ordinance regulations.

L. LIGHTING.

1. Structural exterior lighting shall not project directly into an abutting lot.
2. Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.
3. Not be able to see source of light, or light reflective or amplifying device from outside property line.
4. No structure has blinking, strobe, or rotating light(s) unless required by FAA.
5. Lighted poles shall not exceed twenty feet (20') in height.

M. OUTDOOR STORAGE, TRASH COLLECTION AND LOADING AREAS. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.

1. Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.
2. Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.
3. Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot, where feasible.
4. Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure.
5. Areas for the storage and sale of seasonal merchandise shall be permanently defined and screened with walls and/or fences. Materials, colors, and design of screening walls and/or fences shall conform to those used as in the principle structure. If such areas are to be covered, then the covering shall conform to the colors on the building.
6. Outdoor display and storage shall not encroach on any portion of a walkway, drive aisles or required parking spaces. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 30 feet of any internal pedestrian way.

N. LANDSCAPING AND SCREENING

1. Landscape plans shall be submitted with the site plan application and must receive approval.
 2. All unused portions of the property shall be maintained with landscaping consisting of ground cover, or planted grass, shrubs, trees, flower beds, bark dust, or other suitable landscaping.
 3. Property owner shall be responsible for establishing and maintaining the landscaping on the lot.
 4. A minimum of fifteen percent (15%) of the total lot area shall be landscaped. Within the C-2 zone, an exception to this provision may be granted where the applicant provides alternative landscaping or pedestrian amenities, including, but not limited to, street trees, benches, and planters.
-
5. Areas of the lot used for vehicle maneuvering, parking, loading, repair, or storage, shall be landscaped and screened as follows:
 - (a) At least seven percent (7%) of the parking lot area shall be landscaped. Trees shall be planted at a ratio of one tree per ten (10) parking spaces to achieve a canopy effect over fifty percent (50%) of the lot area.
 - (b) Landscape buffers are required between parking areas and streets and shall have a minimum width of three feet (3').
 - (c) Landscape buffers between parking abutting a property line shall have a minimum width of three feet (3').
 - (d) Front or exterior yard landscaping may not be submitted for the interior landscaping required for interior parking stalls.
 - (e) There shall be a minimum distance of five feet (5') between parking areas and adjacent residential lots.
 - (f) Landscape buffers shall consist of evergreens ground cover and shrubs mixed with a variety of flowering and deciduous plant species of trees and shrubs.
 - (g) Landscaping in a parking or loading area shall have a width of not less than five feet (5'). Landscaping in a parking lot or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.
 6. Provision shall be made for the irrigation of planting area.

7. Required landscaping shall be continuously maintained.
8. Vegetation planted in accordance with an approved site plan shall be maintained by the property owner or developer. Plants or trees that die or are damaged shall be replaced and maintained.
9. Drainage. Surface drainage shall be managed in accordance with the City's storm water master plan.

O. DESIGN REVIEW. To provide design standards for commercial development within the city limits of Madras. These standards ensure that the public health, safety and general welfare are protected and the general interest of the public is served. The standards provide for originality, flexibility, and innovation in site planning and development to enhance the special characteristics that make Madras a unique place to live.

1. Applicability. Except as exempted by Section 3.5.O.2 the design standards of this section shall apply to the following activities.

- (a) All new building construction.
- (b) Any exterior modifications or expansion of existing buildings.
- (c) All new parking lots.
- (d) All outdoor storage and display areas.
- (e) All new signs.
- (f) All new drive-through and drive-up facilities.

2. Exemptions. This section does not apply to the following activities:

- (a) Maintenance of the exterior of an existing structure such as re-roofing or residing.
- (b) Interior remodeling.
- (c) Reconstruction of buildings located on properties which have been destroyed or substantially damaged by fire or natural causes. The building(s) shall be reconstructed in the same location as it existed prior to damage or destruction. Reconstruction shall commence within one (1) year of the damage or destruction.
- (d) Building expansions as follows:

- (i) Within the C-1 and C-3 zoning district, where the expansion does not exceed 25% of the gross square footage of the original building or 10,000 square feet in area, whichever is less.
- (ii) Within the C-2 zoning district, where the expansion does not exceed ten (10) percent of the gross square footage of the original building or 3,000 square feet in area, whichever is less.
- (e) Parking lot expansions not exceeding 25% of the gross square footage of the original lot and where the total amount of parking provided will not exceed 150% of the parking allowed by the Zoning Ordinance.

3. **Process.** In addition to the requirements of Section 8-12.4.8 (Site Plan Approval) the review authority shall approve, approve with conditions or deny an application based upon compliance with the design review standards of this section. The review authority for developments of 30,000 square feet or less shall be the Community Development Director. For developments of greater than 30,000 square feet, the Community Development Director shall forward the application to the Planning Commission.
-

The process is intended to be flexible. Therefore, where strict application of the design standards in this section would be counterproductive to the goal of encouraging high quality development that enhances the City, an applicant may propose alternative design solutions. However, the burden of proof shall be on the applicant to show that the alternative design better accomplishes the City's goals.

4. **Application Requirements.** The applicant shall attend a pre-application conference prior to filing an application with the City.

5. **Standards for Approvals for all Buildings.**

- (a) **Natural Features** - Buildings shall be sited to protect areas of special interest or other natural features such as natural grade, trees, vegetation and rock out-croppings are encouraged to be incorporated into the overall site plan and may be calculated as part of the landscaping requirement if healthy and not damaged during construction.
- (b) **Building, location and orientation** - New buildings shall have at least one principle building entrance oriented toward the primary frontage property line.
- (c) **Pedestrian Walkways**
 - (i) Walkways from the sidewalk to building entrances. A continuous pedestrian walkway shall be provided from the primary frontage sidewalk for pedestrians to access building entrances. This internal walkway shall incorporate a mix of landscaping, benches, drop-off bays and bicycle facilities for at least 50% of the length of

the walkway. This walkway is necessary for persons who will access the site by walking, biking or transit. Walkways shall be connected to adjacent sites wherever practicable.

- (ii) Walkways from parking areas to building entrances. Internal pedestrian walkways shall be developed for persons who need access to the building(s) from the parking pods. The walkways shall be located within the pods and shall be designed to provide access from the pods to the entrances of the building(s). The walkways shall be designed to separate people from moving vehicles as much as possible. These walkways shall have a minimum width of 5 feet with no car overhang or other obstruction. The walkways must also be designed for disabled access according to the Uniform Building Code. This may require the walkways to be widened or modified.
 - (iii) All internal pedestrian walkways shall be distinguished from the parking and driving areas by use of any of the following materials: special pavers, bricks, raised elevation or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Other materials may be used if they are appropriate to the overall design of the site and building and acceptable to the review authority.
 - (iv) Pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principle customer entrance of all principle buildings on the site.
 - (v) At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.
- (d) Mechanical equipment and service areas. Mechanical equipment and service areas shall be screened with visual barriers from adjacent properties, public roadways, parks, or other public areas. The architectural design of the building shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards.
- (e) Building elevations. The exterior walls of buildings which can be viewed from a public street and which are greater than 20 feet in horizontal length shall be constructed using a combination of the architectural features identified in subsection (f), below. The minimum number of architectural features to be incorporated into each wall is three (3) in the C-1 and C-3 zones and four (4) in the C-2 zone. Where appropriate, a portion of the on-site landscaping shall abut the walls so that the

vegetation combined with the architectural features significantly reduce the visual impact of the building mass as viewed from the street.

- (f) Architectural Features. Architectural features are elements that complement the design intent of the structure and are acceptable to the review authority. Architectural features shall be appropriate for the proposed building type and style and features may vary on rear/side/front elevations. Architectural features include, but are not limited to the following:
- (i) recesses,
 - (ii) projections,
 - (iii) wall insets,
 - (iv) arcades,
 - (v) window display areas,
 - (vi) awning,
 - (vii) balconies,
 - (viii) window projections (e.g. bay windows),
 - (ix) permanent landscape structures (e.g. built-in planter boxes),
 - (x) cupolas or towers,
 - (xi) pillars or posts
 - (xii) decorative patterns on exterior finish (e.g. scales/shingles, wainscoting, ornamentation and similar features),
 - (xiii) window trim (minimum four (4) inches wide),
 - (xiv) other features that complement the design intent of the structure and are acceptable to the review authority.
- (g) Building materials. The predominant building materials should be materials that are characteristic of Central Oregon such as brick, wood, native stone and tinted/textured concrete masonry units and/or glass products. Other materials such as smooth-faced concrete block, undecorated tilt-up concrete panels, or pre-fabricated steel panels should only be used as accents and not dominate the building exterior of the structure. Within the Downtown Commercial (C-2) zone, the following exterior finish materials are prohibited (except when used as foundation materials): smooth-faced (plain) concrete block, plain concrete panels,

corrugated metal, plywood, sheet press board, and vinyl siding. Metal roofs may be allowed if compatible with the overall architectural design of the building.

- (h) Roof Design. Roofs should be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible roof lines and roofs that project over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat roof tops. Overhanging eaves, sloped roofs and multiple roof elements are highly encouraged.
- (i) Customer Entrances. Clearly defined, highly visible customer entrances using features such as canopies, porticos, arcades, arches, wing walls, and integral planters are highly encouraged. Within the Downtown Commercial (C-2) zone, buildings must provide weather protection for patrons using customer entrances. At a minimum, the main public entrance must have an awning, canopy, arcade, or similar feature that provides weather protection.
- (j) Community Amenities, such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.
- (k) Building and Sign Colors: Exterior colors shall be of low reflectance, subtle, neutral, or earth tone colors. The use of high intensity colors such as black, neon, metallic or florescent for the facade and/or roof of the building are prohibited except as approved for building trim. The use of Trademark colors will require approval.
- (l) Drive-Through and Drive-up Facilities: The regulations of this section apply to all uses that have drive-through or drive-up facilities and apply only to the portions of the site development that comprise the drive-through or drive-up facility.
 - (i) Stacking lanes must be set back 5 feet from all lot lines.
 - (ii) All driveway entrances, including stacking lane entrances, must be at least 50 feet from an intersection.
 - (iii) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation.
 - (iv) Stacking lanes must be clearly identified and separated from parking and travel areas through such means as striping, curbing, landscaping, and signs.

- (v) Gasoline service stations. A minimum of 30 feet of stacking lane is required between a curb cut and the nearest gasoline pump.
 - (vi) Drive in restaurants. A minimum of 150 feet for a single stacking lane or 80 feet per lane when there is more than one stacking lane, is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
 - (vii) Other drive-through and drive-up facilities. A minimum of 45 feet for a single stacking lane or 30 feet when there is more than one stacking lane, is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
 - (m) Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director.
-

6. The Standards for Buildings Greater than 30,000 Gross Square Feet (Big Box Stores). The purpose of these regulations are to break up the apparent mass and scale of large retail structures and to ensure that such development is compatible with, and does not detract from the City of Madras' unique character, scale, and sense of place, to encourage a mixture of uses and sizes of structures and to promote and facilitate a safe and comfortable pedestrian scale environment, as well as to reduce the visual impact of large areas of parking. The building(s) shall be kept in good condition and shall be the responsibility of the property owner or building owner. The standards in this section shall apply in addition to the standards of 8-12.3.5 (O)5. In case of a conflict, the more restrictive standards shall prevail.

- (a) **Size and Mass.** No single retail establishment greater than 150,000 gross square feet is permitted. However, the total structure can be larger than 150,000 gross square feet so long as no single retail space exceeds 150,000 gross square feet.
- (b) **Building Design.** Buildings should have architectural features and patterns that provide visual interest, at the scale of the pedestrian, reduce massive aesthetic effects, and reflect the local character. The following elements should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint: color changes, material changes, texture changes and relief feature (such as offsets, projections and reveals):
 - (i) **Architectural Unity.** All buildings on the same site shall be architecturally unified. Architectural unity means that buildings

shall be related in architectural style, color scheme, and building materials.

- (ii) Exterior Materials. Predominant exterior building materials shall be of high quality material. These include, without limitation: brick, exterior wood siding, rock, stone or tinted and textured concrete masonry units. Facade colors shall be neutral or earth tone colors. Building trim and accent areas may feature brighter colors, including primary colors, but these colors may not comprise more than 15% of any building facade. The use of high intensity, metallic, black or fluorescent colors, including primary colors, is not allowed. Exterior building materials shall not include the following:

- (a) Smooth-faced concrete block;
- (b) Smooth-faced tilt-up concrete panels; or
- (c) Pre-fabricated steel panels

-
- (iii) Facades and Exterior Walls. The following standards, which apply to all building facades which are visible from adjoining public streets or properties, are intended to reduce the massive scale of large buildings which, without application of these standards, would be incompatible with City's desired character.

- (a) Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet.

- (iv) Roofs. The following standards are intended to foster variations in roof lines to add interest to, and reduce the massive scale of, large buildings. Roof features should complement the character of adjoining development. Roofs shall have no less than two (2) of the following features:

- (a) Parapets concealing flat roofs and rooftop equipment, such as HVAC units from the public view. The average height of such parapets shall not exceed 15% of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three dimensional cornice treatment and shall not be of a constant height for a distance of greater than 150 feet.
- (b) Overhanging eaves, extending no less than 3 feet past the supporting walls, for no less than 30% of the building perimeter.

- (c) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every three (3) feet of horizontal run and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run.
- (d) Three or more roof slope planes.
- (v) Entryways. Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features:
 - (a) Large retail buildings shall feature multiple entrances that are separated by not more than 300 feet along any side of a building requiring customer entrances. Multiple building entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores, or identified departments of a store. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face bordering land uses.
 - (b) All sides of a principle building that directly faces an abutting public street shall feature at least one customer entrance. Where a principle building directly faces more than two (2) abutting public streets, this requirement shall apply only to two (2) sides of the building, those sides which are abutting the streets.
 - (c) When structures are adjacent to a residential zone and separated from that zoning district by a public or private street, the structure shall have at least one (1) entryway facing that street.
 - (d) Each principle building on a site shall have clearly defined, highly visible customer entrances featuring no less than three (3) of the following:
 - (i) Canopies or porticos;
 - (ii) Overhangs;
 - (iii) Recesses/projections;
 - (iv) Arcades;
 - (v) Raised corniced parapets over the door;

- (vi) Peaked roof forms;
- (vii) Arches;
- (viii) Outdoor patios;
- (ix) Display windows;
- (x) Architectural details, such as tile work and moldings which are integrated into the building structure and design; or
- (xi) Integral planters that incorporate landscaped areas and/or places for sitting.

(vi) **Multiple Entryways.** Multiple entryways or architectural features shall be incorporated into the design in order to break up the apparent mass and scale of large retail structures. Entrances may be to tenant spaces other than the primary retail tenant. For structures:

- (a) 50,000 square feet to 75,000 square feet, there shall be a clearly articulated public entrance on at least two (2) sides of the structure. At least one (1) such entrance shall be visible from a public street and connected to that street by a pedestrian sidewalk.
- (b) 75,000 square feet and above, shall provide a significant pedestrian amenity such as outdoor seating areas, play areas for children, and public courtyards.

(c) **Site Design.** All buildings and enclosures shall be designed to be compatible with the primary structure. Compatibility shall be measured in terms of design, form, use of materials and color.

(i) **Community Spaces.** Large retail developments shall provide outdoor spaces and amenities to link structures with the remainder of the community. Passenger drop-off/pick-up points shall be integrated with traffic patterns on the site. Special design features shall enhance the building's function as a center of community activity. Each retail development shall provide at least two (2) of the following design features, which shall be constructed of materials that match the principle structure and linked by sidewalks to the principle structure:

- (1) Patio/seating area;
- (2) Pedestrian plaza with benches;
- (3) Window shopping walkway;

- (4) Outdoor playground area; or
- (5) Water feature, clock tower.

(d) **Landscaping.** all buildings shall provide the following landscaping, and shall be the property owner's responsibility to ensure that the landscaping remain healthy and in good condition:

- (i) A landscaped buffer of at least twenty (20) feet in width shall be provided along all property lines abutting roadways, with breaks for approved access points. A minimum of 5 feet wide landscape buffer shall be planted along all other property lines. No parking is permitted within these required landscape areas.
- (ii) Landscaped areas shall be protected by raised curbs or fixed wheel stops approved by the City Public Works Department. A variety of trees, shrubs and flowers shall be incorporated into the landscaping.

(e) **Pedestrian Circulation.** ~~Pedestrian accessibility opens auto-oriented developments to nearby neighborhoods, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for internal pedestrian circulation systems that will provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience.~~

- (i) Sidewalks, no less than six (6) feet in width, shall be provided along the full length of the building along any façade featuring a customer entrance, and along any façade abutting public parking areas. These sidewalks shall be located at least six (6) feet from the front of the building to provide planting beds for foundation landscaping, except here features such as arcades or entryways are part of the façade.
- (ii) Weather protection features such as awnings or arcades shall extend at least twenty (20) feet from all customer entrances.

(f) **Parking Orientation.** Parking areas shall provide safe, convenient, and efficient access. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks and to reduce the overall scale of the paved surface. When buildings are located closer to streets, pedestrian traffic is encouraged and architectural details take on added importance. To achieve this, for any retail building, no more than twenty (20) percent of the off-street parking areas for the entire property shall be located between the principle building(s) and an arterial street, unless other buildings located between the principle building and the arterial street extend along at least fifty (50) percent of the frontage between the arterial and the principle building.

► **Article 3, Land Use Zones, Section 3.5, Commercial, Currently Subsection 3.5.1, Neighborhood Commercial**

Shall be renumbered as follows:

Subsection 3.5.2 NEIGHBORHOOD COMMERCIAL (NC)

► **Article 3, Land Use Zones, Section 3.5, Commercial, Currently Subsection 3.5.2, Recreational Vehicle Parks**

This subsection has been relocated to Section 3.5, Commercial, Subsection 3.5.1, CORRIDOR COMMERCIAL (C-1), DOWNTOWN COMMERCIAL (C-2) AND COMMUNITY COMMERCIAL (C-3), as item (D).

► **Article 4, Supplementary Provisions, the current Section 4.5, Off Street Parking and Loading, will be renumbered to Section 4.4 and Section 4.4, Off-Street Parking will become Section 4.5**

Section 4.4 shall read as follows:

SECTION 4.4: OFF-STREET PARKING AND LOADING

General provisions are as follows:

- A. The provision and maintenance of off-street parking and loading spaces is a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, ensure these requirements are complied with.
- B. Requirements for types of buildings and uses not specifically listed in this ordinance shall be determined by the Hearings Body based upon the requirements for comparable uses listed.
- C. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.
- D. Loading. Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs.

1. In any zone in connection with every building or part thereof hereafter erected and having a gross floor area of 10,000 square feet or more, which is to be occupied for manufacturing, storage, warehousing, goods display, retail sales, a hotel, a hospital, a mortuary, a laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles or materials or merchandise, there shall be provided and maintained at least one (1) off-street loading berth, plus one (1) additional off-street loading berth for each 20,000 square feet. Said loading berth shall be provided with access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be ten feet (10') wide and twenty-two feet (22') long with a height clearance of at least fourteen feet (14'). A sight obscuring screen, berm or landscaping shall conceal all loading areas from view from public streets or roads.
2. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

Section 4.5 shall read as follows:

SECTION 4.5: OFF-STREET PARKING - At the time a building is constructed or enlarged by fifty percent (50%) or more, off-street parking spaces shall be provided as set forth in this section.

- A. Amount required. The number of required off-street vehicle parking spaces shall be determined in accordance with Table 4.5-1. Off-street parking spaces may include spaces in garages, carports, parking lots, 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.
 1. The square footage measured shall be the gross floor areas of the building but shall exclude any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.
 2. In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately, unless it can be shown that the peak parking demands are less. In that case, the total requirement may be reduced accordingly.
 3. Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces as long as peak demand for each does not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases, or contracts to establish the joint use.

4. On-Street Parking Credit. Within the C-2 and C-3 zoning districts, credit may be allowed for "on-street parking". The amount of off-street parking required may be reduced by one off-street space for every on-street space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking. On-street parking spaces shall meet the dimensional requirements of Table 4.6-1.

B. Location

1. Except as allowed pursuant to Section 3.5.1.O.6(f), no automobile parking, with the exception of handicapped parking, is permitted between the building and an arterial, or collector unless the Community Development Director determines there is no feasible alternative to provide the required parking. If a building setback is provided, the setback area shall be paved with a hard surface (concrete or unit pavers, not asphalt) and shall incorporate seating and landscaping. A public entrance shall be within one-hundred feet (100') of the right-of-way of an arterial or collector street.
2. Development on lots or sites with three (3) frontages may have vehicle parking areas between the building and one (1) of the streets. Development on full blocks may have vehicle parking areas between the building and two (2) of the streets. However, the vehicle area must be between a local street and the building, not an arterial, other than a freeway or other fully controlled access highway.
3. Parking lots with fifty (50) spaces or more shall be divided into separate areas and divided with landscaped areas or walkways at least ten feet (10') in width or by a building or group of buildings.
4. Parking lots shall not occupy more than thirty-three percent (33%) of the frontage of a block on any pedestrian oriented streets.
5. Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building, unless otherwise approved by the Community Development Director.

► **Article 4, Supplementary Provisions, Section 4.5, Off-Street Parking**

The existing Table #1, Zoning Requirements for Off-Street Parking is being replaced with the following table entitled "Table 4.5-1 Required Vehicle Parking".

TABLE 4.5-1 REQUIRED VEHICLE PARKING

BUILDING TYPE	PARKING SPACES REQUIRED (Spaces per 1,000 sq. ft. unless otherwise noted)
COMMERCIAL AND INDUSTRIAL	
Office Buildings, Banks	2.5 spaces
Business and Professional Services	2.86 spaces
Commercial Recreational Facilities	10.0 spaces
Shopping Goods (Retail)	2.86 spaces
Convenience Goods (Retail)	2.86 spaces
Restaurants	10.0 spaces
Personal Services and Repairs	2.86 spaces
Manufacturing	2.0 spaces
Warehouses	1.0 spaces
Wholesale	1.5 spaces
RESIDENTIAL	
Single Family Dwelling	1 space per dwelling unit
Duplexes	1 space per dwelling unit
Multiple Family Dwelling	1 space per dwelling unit
Apartment Hotels, Rooming Houses	1 space per dwelling unit
Hotels (spaces per bedroom)	1 space per bedroom
Motels (spaces per bedroom)	1 space per bedroom
PUBLIC BUILDINGS	
Museums and Libraries	3.3 spaces
Public Utilities	3.3 spaces
Welfare Institutions	2.5 spaces
MEDICAL BUILDINGS	
Medical and Dental Offices	2.86 spaces
Hospitals	10.0 spaces
Convalescent Homes or Assisted Living	1.0 space per 2 patient beds or one space per apartment unit
AUDITORIUMS	
General Auditoriums and Theaters	0.25 spaces per seat
Stadiums and Arenas	0.25 spaces per seat
School Auditoriums	0.10 spaces per seat
University Auditoriums	0.10 spaces per seat

► **Article 4, Supplementary Provisions, Section 4.6, Design and Improvement Standards for Parking Lots**

SECTION 4.6: DESIGN AND IMPROVEMENT STANDARDS FOR PARKING LOTS, shall be changed to read as follows:

SECTION 4.6: DESIGN AND IMPROVEMENT STANDARDS FOR PARKING LOTS,

- The design and improvement standards for parking lots are:

- A. Parking Table and Diagram - Table 4.6-1 provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.
- B. Each parking space or stall shall be governed by the requirements of Table 4.6-1, and in no case have less than a minimum width of eight feet (8') and a minimum length of eighteen feet (18') but in any case must have at least a total area of 144 square feet and must be individually accessible, be paved, and be adequately maintained.
- C. Except for parking in connection with dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling shall be designed to minimize disturbance to residents by the erection between the uses of a sight-obscuring fence or planted screen of not less than five feet (5') in height except where vision clearance is required.
- D. Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches (4") high and which is set back a minimum of one and one-half feet (1-1/2') from the property line.
- E. Artificial lighting which may be provided shall not shine or create glare in any residential zone or on any adjacent dwelling.
- F. Access aisles shall be of sufficient width to permit easy turning and maneuvering.
- G. Except for single-family and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will

require no backing movements or other maneuvering within a street right-of-way other than an alley.

- H. Service drives to off-street parking areas shall be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.
- I. Driveways shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining said lines through points thirty feet (30') from their intersection.
- J. The following standards shall apply to parking within the industrial zone:
 - 1. Parking shall be located at the rear and sides of a new building; parking can only be allowed in front of the building ~~(between the landscaping and street)~~ upon approval by the Site Plan Committee.
 - 2. Parking shall not be allowed on collectors or arterials when industrial zoning is contiguous to said street.
 - 3. All parking areas shall be limited to sixty (60) spaces plus access -- additional required parking shall be separated by five (5) foot landscaped strips except for access. The sixty (60) parking spaces shall be referred to as a cluster of parking.

TABLE 4.6-1 PARKING AREA DIMENSIONS

A	B	C	D	E	F	G
Parallel	8'0"		12.0	22.00	20.0	2
8'0"	13.6	11.0	23.4	24.6		
20 degrees	8'6"	14.1	11.0	24.9	25.1	1
9'0"	14.6	11.0	26.3	25.6		
10'0"	15.5	11.0	29.2	26.5		
8'0"	16.0	11.0	16.0	27.0		
8'6"	16.4	11.0	17.0	27.4		
30 degrees	9'0"	16.8	11.0	18.0	27.8	1
9'6"	17.3	11.0	19.0	28.3		
10'0"	17.7	11.0	20.0	28.7		
8'0"	18.4	14.0	11.3	32.4		
8'6"	18.7	13.5	12.0	32.2		
45 degrees	9'0"	19.1	13.0	12.7	32.1	3
9'6"	19.4	13.0	13.4	32.4		
10'0"	19.8	13.0	14.1	32.8		
8'0"	19.7	19.0	9.2	38.7		
8'6"	20.0	18.5	9.8	38.5		
60 degrees	9'0"	20.3	18.0	10.4	38.3	3
9'5"	20.5	18.0	11.0	38.5		
10'0"	20.8	18.0	11.5	38.8		
8'0"	19.8	20.0	8.5	39.8		
8'6"	20.1	19.5	9.0	39.6		
70 degrees	9'0"	20.4	19.0	9.6	39.4	3
9'6"	20.6	18.5	10.1	39.1		
10'0"	20.9	18.0	10.6	38.9		
8'0"	19.2	25.0	8.1	44.2		
8'6"	19.3	24.0	8.6	43.3		
80 degrees	9'0"	19.4	24.0	9.1	43.4	3
9'6"	19.5	24.0	9.6	43.5		
10'0"	19.6	24.0	10.2	43.6		
8'0"	18.0	26.0	8.0	44.0		
8'6"	18.0	25.0	8.5	43.0		
90 degrees	9'0"	18.0	24.0	9.0	42.0	3
9'6"	18.0	24.0	9.5	42.0		
10'0"	18.0	24.0	10.0	42.0		

- **Article 4, Supplementary Provisions, Section 4.7, currently entitled "Parking Table and Diagram" shall be renamed "Bicycle Parking", and read as follows:**

SECTION 4.7 BICYCLE PARKING

- A. Applicability: Multi-family development of four (4) units or more, new retail, office and institutional development, transit transfer stations, and park and ride lots must provide bicycle parking facilities.
- B. Exemptions - The City Administrator may allow exemptions to required bicycle parking in connection with temporary uses that are not likely to generate the need for bicycle parking.
- C. Number of Spaces - The minimum number of bicycle parking spaces which are required shall be at least one (1) bicycle space for every ten (10) automobile parking spaces required (Table 4.5-1). In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.
- D. Location - All required bicycle parking shall be located on-site within fifty feet (50') of well-used entrances and not farther from the entrance than the closest off-street parking space.
1. For buildings with multiple entrances, required short term bicycle parking shall be distributed proportionally at the various entrances. Required long-term public parking shall also be distributed at the various public entrances, while employee parking shall be located at the employee entrance, if applicable.
 2. Bicycle parking may be provided within a building, but the location must be easily accessible for bicycles.
 3. Employee and residential bicycle parking shall offer a high level of security, i.e. bicycle lockers or a locked cage or room with locking facilities inside, to provide safe, long-term parking.
 4. Bicycle parking may be provided within the public right-of-way in areas without building setbacks, subject to approval of the Public Works Director and provided it meets the other bicycle parking requirements.
 5. Bicycle parking facilities shall be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.
 6. Cover for bicycle parking shall be provided by a bicycle storage room, bicycle locker, or racks inside a building; bicycle lockers or racks in an accessory parking structure; underneath an awning, eave, or other overhang; or other facility as determined by the Hearings Body or

Community Development Director that protects the bicycle from direct exposure to the elements.

7. All required long-term bicycle parking and all bicycle parking for residential, school, and industrial uses must be covered.

E. Parking Space Dimensions - Each required bicycle parking space shall be at least two and a half feet (2 ½') by six feet (6') and when covered, provide a vertical clearance of at least seven feet (7'). An access aisle of at least five feet (5') wide shall be provided and maintained beside or between each row of bicycle parking (vertical clearance may be four feet (4') in an enclosed bicycle locker. Each required bicycle parking space must be accessible without moving another bicycle.

F. Parking Facilities - The intent of this subsection is to ensure that required bicycle parking facilities are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

1. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e. a "rack") upon which the bicycle can be locked.

2. Bicycle racks must hold bicycles securely by means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.

G. Lighting - Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well lit as motor vehicle parking.

H. Signing - Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only. Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility. Directions to employee parking facilities may be signed or supplied as appropriate.

I. Paving/Surfacing - Outdoor bicycle parking facilities shall be surfaced in the same manner as the motor vehicle parking or with a minimum of one inch (1") thickness of hard surfacing (i.e. asphalt, concrete, pavers, or similar material). This surface will be maintained in a smooth, durable, and well-drained condition.

J. Rental - Bicycle parking spaces required by this ordinance may not be rented or leased except where required motor vehicle parking is rented or leased.

2) **FINDINGS OF FACTS**

The City Council hereby adopts the "Findings of Fact" attached hereto as Exhibit "A" and by this reference incorporated herein.

3) **SEVERABILITY**

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

4) **AMENDMENT**

This ordinance may be amended or repealed as provided by law.

5) **CORRECTIONS**

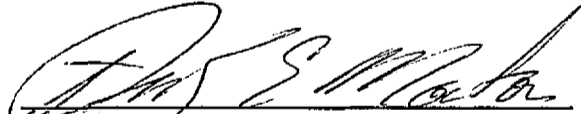
This ordinance may be corrected by order of the City Council to cure editorial and clerical errors.

6) **EMERGENCY CLAUSE**

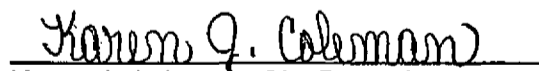
The City Council of the City of Madras, having reviewed the Comprehensive Plan of the City of Madras, and the need for enactment of ordinances to regulate land use within the City does hereby determine that this ordinance is necessary for the immediate preservation of the public peace, health and safety of the citizens of the City of Madras and an emergency is hereby declared to exist, and this Ordinance shall become in full force and effect from and after the date it is enacted and signed by the Mayor.

ADOPTED by the City Council of the City of Madras this 25th day of July, 2006.

Ayes:	<u>4</u>
Nays:	<u>1</u>
Abstentions:	<u>0</u>
Absent:	<u>1</u>
Vacancies:	<u>0</u>


Frank E. Morton, Mayor

ATTEST:


Karen J. Coleman, City Recorder

CITY OF MADRAS
FINDINGS AND RECOMMENDATION

REQUEST: Amend City of Madras Comprehensive Plan text as proposed in Exhibit A; amend the City of Madras Zoning Ordinance (Ordinance 723) text as proposed in Exhibit B; and amend the City of Madras Sign Ordinance (Ordinance 697) as proposed in Exhibit C. The City of Madras Comprehensive Plan and Zoning Map is proposed to be amended as shown in Figure 1. The primary focus of the proposed amendments is to create and apply two new commercial designations (Downtown Commercial (C-2) and Corridor Commercial (C-3)) and modify the standards of the existing C-1 designation. The amendments also include proposed changes to the parking and signage standards, which would be applicable to all zones within City.

FILE NUMBER: RZ -05-6, PA-05-2 and TA 05-2

APPLICANT: This is a Legislative Amendment initiated by the City of Madras Planning Commission at the request of the Madras Redevelopment Commission

OWNER: Proposed amendments primarily impact property within the existing C-1 designation; however, if adopted, some of the proposed amendments will affect property citywide.

DATE: May 1, 2006

APPLICABLE ORDINANCE PROVISIONS

1. Madras Development Code, Chapter 8 Development Regulations, Article 9 –
Administrative Provisions
- **Section 9.28 Proposed Amendments**
2. Madras Urban Area Comprehensive Plan
- **Major Revisions (Legislative), A through G**

EXHIBITS

Figure 1 Proposed amendments to City of Madras Comprehensive Plan and Zoning Map

- | | |
|-----------|--|
| Exhibit A | Proposed amendments to the City of Madras Comprehensive Plan (revised thru Periodic Review acknowledged by DLCD June 20, 2003) |
| Exhibit B | Proposed amendments to the City of Madras Zoning Ordinance (Ordinance No. 723 adopted on February 8, 2005) |
| Exhibit C | Proposed amendments to the City of Madras Sign Ordinance (Ordinance 697) |

The proposed text amendments are shown in Exhibits A through C. Proposed new text is shown in double-underlined, and text proposed for deletion is shown in strikethrough.

FINDINGS OF FACT

1. **Location:** Proposed amendments primarily impact property within the existing C-1 designation; however, if adopted, some of the proposed amendments will affect property citywide.

2. **Zone, Map and Comprehensive Plan Designation:** The proposed amendments to ~~the Comprehensive Plan and to Section 2.4 (Establishment of Zoning Districts and Overlay Designations) and Section 3.5 (Commercial) of the Zoning Ordinance~~ primarily impact property within the existing C-1 designation. The proposed amendments to Section 4.4 (Off-Street Parking and Loading), Section 4.5 (Off-Street Parking), Section 4.6 (Design and Improvement Standards for Parking Lots), and Section 4.7 (Bicycle Parking) of the Zoning Ordinance and to the Sign Code will affect property citywide.

3. **Description:** The City has been looking for ways to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the MRC hired Angelo Eaton & Associates (AEA) to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for the Commercial Area within the Urban Renewal District (Phase 1) and subsequent Comprehensive Plan and Zoning Ordinance amendments (Phase 2).

The Phase 1 Audit focused on the commercial area (zoned C-1) within the Urban Renewal District. It provided clear understanding of how the current plan and ordinance language defines the existing commercial district and how it has the potential to contribute, or detract, from a vibrant downtown commercial district. Similarly, the Comprehensive Plan was examined to see if existing goals match the community's objectives and expectations for a downtown district. As a first step, AEA reviewed the City's major land use documents to identify opportunities and constraints for implementing the goal of creating a vibrant and successful commercial district.

4. **Proposal:** Amend City of Madras Comprehensive Plan text as proposed in Exhibit A; amend the City of Madras Zoning Ordinance (Ordinance 723) text as proposed in Exhibit B; and amend the City of Madras Sign Ordinance (Ordinance 697) as proposed in Exhibit C. The City of Madras Comprehensive Plan and Zoning Map is proposed to be amended as shown in Figure 1.

5. **Agency and Neighbor comments.** See below for a description of the public involvement efforts to date.

CONCLUSIONARY FINDINGS:

SECTION 9.28: PROPOSED AMENDMENTS - The City Council shall hold a public hearing on all changes to the Comprehensive Plan, zoning ordinance text and plan/zone map. All proposed amendments shall be processed in accordance with the public hearing procedures under Section 9.6 of this Ordinance. Text and map amendments shall also be submitted to the Department of Land Conservation and Development forty-five (45) days prior to the date set for final action except as provided for under ORS 197.610.

FINDING: The Madras Planning Commission must first hold a public hearing to consider a recommendation to the City Council; after receiving the Planning Commission's recommendation, the City Council shall schedule a public hearing to take testimony on the request. Notice of the proposed amendments was sent to Department of Land Conservation and Development on December 9, 2005, which is 54 days prior to the date of the first evidentiary hearing on February 1, 2006.

MAJOR REVISIONS (LEGISLATIVE)

A major revision to this Plan is defined as a policy making change in the text or plan map that will have widespread and significant impact through the planning area. The proposed change will be considered as a legislative action and will require the following procedure:

FINDING: The proposed amendments represent a major policy change that will impact all of the properties within the existing C-1 zone, but most significantly those areas that are proposed to be re-designated C-2 (Downtown Commercial) or C-3 (Corridor Commercial) as shown on Figure 1. In addition, the changes to the parking standards and sign ordinance affect a wider area including all areas within the City of Madras.

- A. *The City Council or Planning Commission may initiate the proposed change.*

FINDING: The proposed amendments have been initiated by the Planning Commission at the request of the Madras Redevelopment Commission (MRC).

- B. *The adopted citizen and agency involvement programs shall be utilized to stimulate the public interest and participation in the amendment process.*

Community involvement efforts have been utilized to stimulate the public interest and participation in the amendment process. In April 2005, AEA staff conducted a series of ten stakeholder interviews with business and property owners to gain additional insight into the issues and opportunities facing commercial development in the City of Madras. Based on the document review and stakeholder interviews, AEA completed an initial Phase 1 code audit and provided a summary of the preliminary findings to the MRC in a memo dated June 13, 2005. AEA staff then attended the MRC meeting on June 21, 2005 to present the findings and discuss several questions that were highlighted in the memo. The input from that meeting was incorporated into the Audit. AEA staff then facilitated a joint work session with the MRC and

the Madras Planning Commission on August 2, 2005. The purpose of the worksession was to share the draft findings and get additional input before preparing the final draft of the Audit. At the request of the MRC, the final Audit was presented to the Planning Commission on September 7, 2005 for their review and concurrence. At that meeting, the Planning Commission generally concurred with the concepts presented in the Audit, and suggested that the MRC should proceed with the second phase of the project.

As an initial step in Phase 2, AEA staff prepared a preliminary draft of specific amendments to the plan and code language that would be needed to implement the recommendations of the Audit including dividing the land currently zoned C-1 into three distinct zones as shown on the attached map. The MRC met on October 18, 2005 to review these proposed changes with AEA staff. The purpose of the October 18th worksession was to provide the MRC with an opportunity to review the preliminary draft amendments to the City's Comprehensive Plan (Exhibit A), Zoning Ordinance (Exhibit B) and Sign Ordinance (Exhibit C) and provide any initial changes and to discuss the public/stakeholder review process. The MRC suggested that some minor changes be made to the proposed amendments. These changes are captured in a Revised Draft. The MRC and Planning Commission then met on November 15, 2005 in a joint worksession to review the draft proposed amendments in more detail and provide comments.

C. *A public hearing shall be conducted by the Planning Commission.*

FINDING: The Madras Planning Commission held public hearings on February 1, 2006 and February 15, 2006..

D. *At least 21 days notice to the public of the hearing shall be published in a local newspaper of general circulation.*

FINDING: Notice was published in the Madras Pioneer newspaper 22 days in advance of the public hearing, beginning on January 11, 2006.

E. *In order to submit a favorable recommendation for the proposed change to the City Council, the Planning Commission shall establish the compelling reasons and make a finding of fact for the proposed change. These include:*

1. *The proposed change will be in conformance with statewide planning goals.*
2. *There is a demonstrated need for the proposed change.*

FINDING:

Conformance with statewide planning goals. Statewide planning goals 1, 2, 5, 7, 9, 10, 11, 12, 13 and 14 are applicable to the proposed amendments. Conformance with these goals is addressed below.

1. CITIZEN INVOLVEMENT Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." As noted above, preparation of the proposed amendments included numerous opportunities for public involvement and outreach. As required by Measure 56, a Measure 56 notice was sent to all affected property owners on January 11, 22 days prior to the Planning Commission public hearing. The proposed amendments are in conformance with Goal 1.

2. LAND USE PLANNING Goal 2 says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It also requires that plans be reviewed periodically and amended as needed. As proposed, the comprehensive plan amendments will modify the city's policies as follows:

- The Economics section of Section II, Inventories, has been amended to reflect the current planning effort. An overall update of the population and employment information in the Comprehensive Plan would be helpful, but is outside the scope of this project.
- Section IV, Land Use Element was amended to include background information about the proposed new commercial land use categories. In particular, the Background for Land Use Category Decisions section has been updated to amend the Corridor Commercial (C-1) district and to add the two proposed new commercial zoning districts: Downtown Commercial (C-2) and Community Commercial (C-3).
- Additionally, descriptions of the Planned Development (R-3) and Airport Development (A/D), and Airport Overlay (AO) designations, which were not previously included, have been added to the Comprehensive Plan. These proposed descriptions are based on the Purpose statements in the Zoning Ordinance.

These amendments to the comprehensive plan will be implemented by the proposed amendments to the implementation ordinances. The proposed amendments are in conformance with Goal 2.

5. OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. The proposed amendments may apply to lands within the city which include Goal 5 resources; however, the proposed amendments do not modify the city's existing regulations for natural resources. The proposed amendments are in conformance with Goal 5.

7. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there. The proposed amendments apply to lands within the city which include areas subject to natural disasters and hazards (e.g., designated floodplains); however, the proposed amendments do not modify the city's existing regulations for development within floodplains or other natural hazards. The proposed amendments are in conformance with Goal 7.

9. ECONOMY OF THE STATE Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs. Some land currently zoned C-1 will be rezoned to C-2 or C-3; however, the proposed amendments will not result in a change in the total amount or location of commercial land available within the city. The proposed amendments are intended to enable the city to better manage commercial development within the commercial designations. The proposed amendments are in conformance with Goal 9.

10. HOUSING This goal specifies that each city must plan for and accommodate needed

housing types, such as multifamily and manufactured housing. The existing standards allow residential uses to occur within the commercial zone as part of vertical mixed use projects. The proposed amendments will allow residential uses to occur within the commercial zones as part of both vertical and horizontal mixed use projects. This change may provide some additional opportunities for needed housing types such as multifamily. The proposed amendments are in conformance with Goal 10.

11. PUBLIC FACILITIES AND SERVICES Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The proposed amendments will not result in a change in the total amount or location of commercial land available within the city; however, they are intended to enable the city to better manage commercial development within the commercial designations. By encouraging compact urban form, infill and the redevelopment of underutilized commercial lands the proposed amendments support the efficient use of public services. The proposed amendments are in conformance with Goal 11.

12. TRANSPORTATION The goal aims to provide "a safe, convenient and economic transportation system." The proposed amendments, by encouraging mixed use development and compact urban form, support efficient use of the transportation system and provide for an improved pedestrian environment. The proposed amendments are in conformance with Goal 12.

13. ENERGY Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles." The proposed amendments, by encouraging mixed use development and compact urban form, support the conservation of energy. The proposed amendments are in conformance with Goal 13.

14. URBANIZATION This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. Some land currently zoned C-1 will be rezoned to C-2 or C-3; however, the proposed amendments will not result in a change in the total amount or location of commercial land available within the city. The proposed amendments are intended to enable the city to better manage commercial development within the commercial designations. No expansion of the urban growth boundary will be necessitated by the proposed amendments. The proposed amendments are in conformance with Goal 14.

Demonstrated Need for the Proposed Change

Overall, the proposed amendments are intended to enable the city to better manage commercial development within lands designated for commercial use in order to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. The rationale for the proposed amendments is summarized below.

Proposed Comprehensive Plan Amendments (see Exhibit A)

- The Economics section of Section II, Inventories, has been amended to reflect the current planning effort.

- The City's existing comprehensive plan and zoning ordinance includes two commercial zones: Commercial (C-1) and Neighborhood Commercial (N-C). Almost all of the commercial land in the City, and all of the commercial land within the Urban Renewal District, is currently zoned (C-1). In response to what was heard during the stakeholder interviews, and consistent with the *Draft Urban Revitalization Action Plan*, three new designations are recommended to correspond to the unique characteristics of commercial areas within the City. Section IV, Land Use Element was amended to include background information about the proposed new commercial land use categories. In particular, the Background for Land Use Category Decisions section has been updated to amend the Corridor Commercial (C-1) district and to add the two proposed new commercial zoning districts: Downtown Commercial (C-2) and Community Commercial (C-3).
- Additionally, descriptions of the Planned Development (R-3) and Airport Development (A/D), and Airport Overlay (AO) designations, which were not previously included, have been added to the Comprehensive Plan. These proposed descriptions are based on the Purpose statements in the Zoning Ordinance.

Proposed Zoning Ordinance Amendments (see Exhibit B)

- Section 2.4, Establishment of Zoning Districts and Overly Designations, of Article 2, Basic Provisions, has been updated to amend the name of the C-1 district and include the two proposed new zoning districts (C-2 and C-3).
- The heading of Section 3.5, Commercial, has been changed to make it a general heading for all commercial districts. Similarly, the heading change proposed for Section 3.5.1 is needed to resolve a hierarchy problem.
- The proposed amendments to Section A, Uses, of Section 3.5.1 would replace the existing use list with Table 3.5-1. The new introductory text clarifies the terms used in the table and provides cross references to the existing Similar Use Determination provisions in Section 8-12.9.27 and Conditional Use provisions in Article 6. The new introduction clarifies that Site Plan Approval will be required for all uses. Changes to the list of uses include:
 - Eliminating redundancy
 - Clarifying terminology
 - Prohibiting eating and drinking establishments with drive up windows in the Downtown, but allowing other types of uses with drive up windows (e.g., banks) with some restrictions.
 - Creating a distinction between retail trade and services that are vehicle-oriented and those that are not and prohibiting vehicle oriented uses in the downtown.
 - Creating a broader "light manufacturing" category, and allowing manufacturing only in conjunction with retail.
 - Creating a distinct category for bakeries and similar food processing, where goods are to be sold primarily on-site and to the general public.
 - Adding additional civic uses to the list.
 - Creating a new category for mixed-use developments (commercial/residential) with standards to allow residential either above or behind commercial.

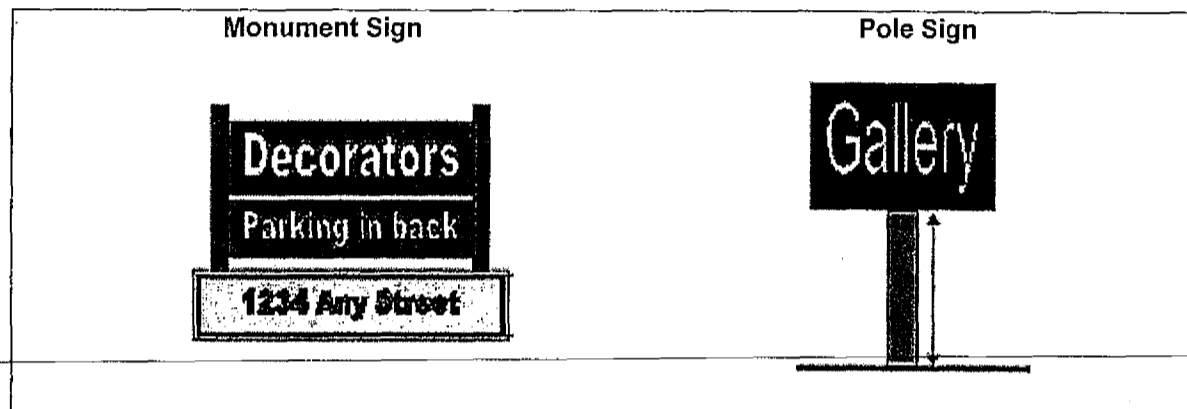
- Section 3.5.1.B currently includes Large Retail Structures Development Standards. These are proposed to be moved to footnote 5 of Table 3.5-1 and Planning Commission review for developments of greater than 30,000 sq. ft. is addressed in Section O3. The proposed code includes new language in Section B for Mixed Use Residential, with special use standards for mixed use residential developments.
 - Temporary uses have been noted in Section C, Temporary Uses, of Section 3.5.1 as permitted uses in each of the zones subject to the standards of this section. In addition, the numbering has been updated for consistency.
 - Recreational vehicle parks have been noted in Table 3.5-1 as a conditional use in the C-1 zone. The existing special use standards for recreational vehicle parks have been moved to Section D, Recreation Vehicle Parks, of Section 3.5.1 for organizational consistency.
 - Section E, Area Requirements, of Section 3.5.1 has been renumbered.
 - New text in Section F, Setback Requirements, of Section 3.5.1 clarifies that the ten-foot setback from residential property applies only to the commercial lot lines that directly abut residentially zoned parcels. The new Subsection 2 establishes a maximum front setback for the downtown.
-
- Section G, Height of Building, of Section 3.5.1 has been renumbered. Proposed new text in Subsection 2 imposes a minimum building height standard of 20 feet in the C-2 zone to enhance the streetscape in the downtown.
 - Section H (Parking Regulations), I (Sanitation Regulations), J (Water Regulations), K (Floodplain), and L (Lighting) of Section 3.5.1 have been renumbered. For consistency, the prohibited uses listed in the former Section L, Uses Prohibited in the Commercial Zone, are now listed in Table 3.5-1 as prohibited.
 - Section M, Outdoor Storage, of Section 3.5.1 has been moved from Section 6, Standards for Buildings Greater than 30,000 Gross Square Feet. These standards, which address the screening and location of outdoor storage areas and service facilities (e.g., trash compaction), have been made applicable to all buildings in the C-1, C-2 and C-3 zones.
 - Section N, Landscaping and Screening, has been renumbered. For clarity, the text in Subsection 1, which had been part of Section 4, has been pulled out as its own section. Subsection 3 has been updated to refer to C-2 and to clarify that the applicant may provide other amenities in substitution for site landscaping. The numbering and hierarchy of Section N has been modified to clarify that standards 6 – 9 are applicable to all landscaping, not just landscaping within parking lots.
 - Section O, Design Review, of Section 3.5.1 has been significantly modified.
 - The proposed amendments to Subsections 1 and 2 expand applicability of the Design Standards and establish new, more stringent threshold for compliance with the Design Standards for the C-2 zone (Downtown).
 - New text in Subsection 3 clarifies its relationship to Site Plan Approval requirements and requires Planning Commission review for projects over 30,000 square feet. Additional text has been added to describe the flexibility in the standards.

- Changes to Subsection 4 are intended to remove redundancy with the City's existing Site Plan Approval process.
 - Subsection 5, which, as proposed, would be applicable to all buildings, not just those less than 30,000 square feet. New language would require that a minimum of 3 to 4 of the listed architectural features be incorporated into new buildings and additional standards for pedestrian walkways and street connectivity have been moved from Subsection 6. Standards for exterior finish materials and weather protection have been added to for buildings in the C-2 (downtown) zone. New language in Section 5g, Building Materials, would prohibit certain types of siding in the downtown. New standards for drive-through/drive-up facilities have also been added. Language in Section 5b(i), Architectural Unity, which was redundant to the applicability language in Section O1, has been clarified.
 - As proposed the Design Standards in Subsection 6, Standards for buildings over 30,000 sq. ft., would be applicable in addition to the standards in Section 5 and, in the case of a conflict the most restrictive would prevail. A number of standards have been moved from Subsection 6 to Subsection 5; with this change these standards will be applicable to all new commercial development, not just that over 30,000 square feet. The five (5) percent required landscaping in Section 6b(viii)(b), Landscaping, which is less than the 7% currently required in C-1, has been deleted.
-
- Section 3.5.2, Neighborhood Commercial (NC), would be renumbered for consistency. No other changes are proposed.
 - Section 4.4, Off-Street Parking and Loading, Section 4.5, Off-Street Parking, Section 4.6 Design and Improvement Standards for Parking Lots, and Section 4.7, Parking Table and Diagram, have been reorganized and some substantive changes are proposed as well.
 - Section 4.4 and Section 4.5 have been switched and the more specific requirements have been moved to Section 4.5.
 - New text in Section 4.5, Off-Street Parking, Subsection (A), Amount Required, clarifies the requirements in Table 4.5.1. Text was moved from Section 4.4 to Section 4.5 and new language was added that is intended to encourage shared parking and to allow more flexibility where hours of operation overlap but peak demand is staggered. A new on-street parking credit would be allowed in C-2 and C-3 only. A new phrase was added to allow flexibility should the City establish municipal parking lots.
 - A new Table 4.5-1 uses the more common "spaces per 1,000" instead of per 100. The mean and range columns are not used and have been deleted. Some additional reductions in the amount of required parking are also proposed as shown in highlight/strikeout.
 - Section 4.6 includes some text that was moved from Section 4.7.
 - Section 4.7 has been amended and is now limited to Bicycle Parking. The amount of reduction in off-street parking allowed in exchange for providing additional bicycle parking has been clarified.

Proposed Sign Ordinance Amendments (see Exhibit C)

- Section 1.5, Definitions, has been amended to modify one definition and add two new definitions.

- The definition of "Freestanding Sign" has been modified to clarify that both pole signs and monument signs are types of freestanding signs.
- A definition of "Monument Sign" has been added. The proposed changes would allow monument signs in all commercial and industrial zones.
- A definition of "Pole Sign" has been added. As proposed, new pole signs would be prohibited in the Downtown Commercial (C-2) zone.



- Section 2.7, On-Premise Signs, includes proposed new standards for freestanding signs (pole and monument signs) that would be more restrictive in all of the commercial zones, especially downtown where new pole signs are proposed to be prohibited.
- Section 2.12, Roof Signs, includes new text intended to clarify that projecting signs cannot extend above the roofline.

F. The City Council, upon receipt of the Planning Commission recommendation, may adopt, reject, or modify the recommendations or may conduct a second public hearing on the proposed change.

FINDING: The Planning Commission recommended approval of all of the proposed changes to the Comprehensive Plan text, to the Madras Development Code and the Sign Ordinance. The Planning Commission recommended that the proposed changes to the Comprehensive Plan and Zone Map be amended such that the new Downtown Commercial (C-2) zones boundary start at 'B' Street instead of Willow Creek. The City Council has scheduled a public hearing for May 9, 2006.

G. In all proposed amendment actions, the City Council must make the final decision to adopt or deny the proposed change.

FINDING: After holding a public hearing to take testimony on the request, the City Council shall make a final decision to adopt or deny the proposed change.

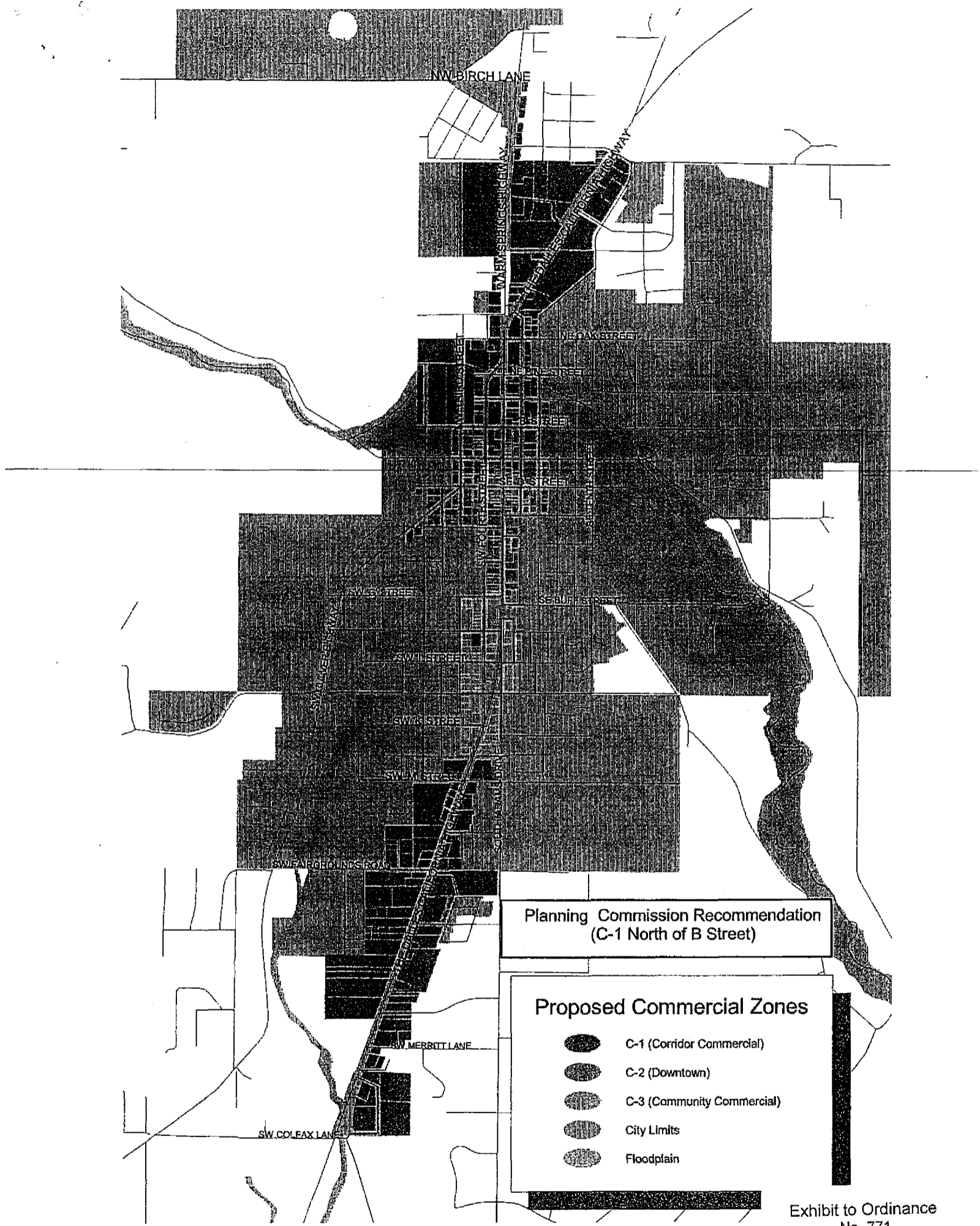
RECOMMENDATION

The Planning Commission concludes that the proposed amendments satisfy the criteria set forth in the Comprehensive Plan. Amending the comprehensive plan and zoning ordinance text and maps and sign ordinance text as proposed would help the city to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district.

The Planning Commission also concludes that statewide planning goals 1, 2, 5, 7, 9, 10, 11, 12, 13 and 14 apply to the proposal and that, as described in the Findings above, the proposed amendments are consistent with the applicable statewide planning goals.

Finally, the Planning Commission concludes that the proposed amendments to the comprehensive plan and implementing ordinances are needed to enable the city to better manage commercial development within lands designated for commercial use and would encourage a compact urban form, infill and the redevelopment of underutilized commercial lands.

The Planning Commission recommends to the City Council approving the proposed amendments, as modified with the zone boundary for the Downtown Commercial (C-2) zone boundary being 'B' Street and not Willow Creek.



Planning Commission Recommendation
(C-1 North of B Street)

Proposed Commercial Zones






-  C-1 (Corridor Commercial)
-  C-2 (Downtown)
-  C-3 (Community Commercial)
-  City Limits
-  Floodplain

Exhibit to Ordinance
No. 771

Proposed Comprehensive Plan Amendments
Exhibit A - Page 1

SECTION II INVENTORIES

BACKGROUND INFORMATION

HISTORY

PHYSICAL CHARACTERISTICS

SOCIAL CHARACTERISTICS

Recreation:

Economics:

The City of Madras serves as the regional shopping center for all of Jefferson County. Commercial activity is conducted both within the existing city limits and in the surrounding lands adjacent to the city limits. The main commercial activity is conducted along the two main streets of the City which stretch out over two miles. There are various types of commercial and industrial activity carried on within these boundaries. In 2005 the City undertook a comprehensive look at the different characteristics of commercial areas within the City. This planning process resulted in new commercial standards for three distinct commercial districts.

Specific economic data concerning the City is not available, however, data for all of Jefferson County is. Because of the economic interrelationship of the jurisdiction, this data is presented to give an overview of the economic conditions of the City.

In 1976, a committee was formed to develop an Overall Economic Development Plan. The project was finalized and formally adopted on June 29, 1977, by the Jefferson County Court. The following economic information was taken from that report.

Population:

PUBLIC FACILITIES:

TRANSPORTATION:

ENERGY:

URBANIZATION:

COMPREHENSIVE PLAN ADDENDUM NO. 1 ADOPTED BY ORDINANCE NO. 382, NOVEMBER 13, 1979

SECTION IV LAND USE ELEMENT

The Land Use Element of the Comprehensive Plan is perhaps the most important portion of the Plan. This element allocates the uses of the land resources within the planning area and describes uses allowed within each designation. These are formal policy statements intended to assist in achieving the goals, objectives, and other policies of the Plan.

GENERAL DISCUSSION

The City of Madras is responsible for planning the area inside the city limits. Planning designations for the area within the Urban Growth Boundary is a mutual and cooperative agreement between the City and Jefferson County. Jefferson County is responsible for planning and implementing their ordinance in areas outside the city limits. Specifically, for areas outside the city limits but inside the designated Urban Growth Boundary, the County is expected to administer the Plan as adopted by the City.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 2

The Land Use element designates ~~six~~ ten basic land use categories and three overlay designations. The intent is to simplify administration and implementation of the Plan. The land use categories are:

R-1	Single-Family Residential
R-2	Multi-Family Residential
<u>R-3</u>	<u>Planned Development</u>
C-1	<u>Corridor Commercial</u>
C-2	<u>Downtown Commercial</u>
C-3	<u>Community Commercial</u>
NC	Neighborhood Commercial
I	Industrial
O/S	Open Space
<u>A/D</u>	<u>Airport Development</u>
<u>FH</u>	<u>Floodplain Overlay</u>
M/O	Medical Overlay
AO	Airport Overlay

BACKGROUND FOR LAND USE CATEGORY DECISIONS

The City of Madras first implemented a zoning ordinance in 1947 and revised it in 1964, designating six land use zones including two commercial and two industrial. The concept of this Plan is to ease administration and implementation. The land use categories were derived by first reviewing the existing land use patterns of the City in the planning area and inventory of the buildable lands within the City. Then areas of special hazards such as floodplain and areas of natural resources, which the City desired to preserve and maintain were reviewed. Finally, the planning area residents discussed alternative future growth patterns.

The Land Use Plan Map was then developed by first designating the special hazard areas. The next step involved designating open space areas for parks and areas, which the City wishes to preserve. Commercial land use area was then considered and future needs for commercial activity were projected. It was noted that there is very little commercial land yet undeveloped within the existing city limits and therefore additional commercial lands were designated within the Urban Growth Boundary. Industrial lands surrounding the City were reviewed and it was noted the industrial park is inside the Urban Growth Boundary with suitable lands available for significant development. The existing light industrial area within the City also allows for substantial development, therefore, no further industrial lands were designated. Existing residential uses were then reviewed and it was noted in reviewing the existing Land Use Map of the City that there are approximately 480 lots still vacant within the City. Therefore, there is room for substantial growth within the City as well as within the Urban Growth Boundary. The Plan designates two residential categories-- R-1 "Single-Family Residential" and R-2 "Multi-Family Residential". Minimum lot size requirements for R-1 "Single-Family Residential" shall be 7,500 square feet when the owner contemplates using both community water and sewer systems. Minimum lot size in the R-2 "Multi-Family Residential" zone shall be as outlined in the Zoning Ordinance.

After experiencing a period of rapid growth in the late 1990s and early 2000s, the City of Madras began to explore the possibility of expanding its Urban Growth Boundary (UGB) to accommodate planned growth. Expansion to the east is being considered based on the availability of public facilities (water, sewer collection and treatment, schools, recreation, roads) with sufficient capacity. At the same time, the City wanted to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the Madras Redevelopment Commission (MRC) hired a land use consultant to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for Commercial Area within the Urban Renewal District (Audit).

Proposed Comprehensive Plan Amendments
Exhibit A - Page 3

The Audit focused on commercial areas within the Urban Renewal District. Working with the underlying premise that commercial development along the corridor should not detract from a vibrant downtown commercial district, the Audit recorded the fact that there were three distinct types of commercial areas, each with unique characteristics. Completed in 2005, the final Audit recommendation included changes to the comprehensive plan, land use map, and zoning ordinance that define three distinct commercial districts: Corridor Commercial, Downtown Commercial, and Community Commercial.

- A. A general requirement for all residential land use categories is that any lot created after adoption of this Plan shall be served by a dedicated right-of-way. The Subdivision Ordinance shall establish minimum width and improvement standards of required rights-of-way. In order to provide a correlation between the Comprehensive Plan Text and the Comprehensive Plan Map, the following information regarding the establishment of land use categories is provided.

1. R-1 "Single-Family Residential"

2. R-2 "Multi-Family Residential"

3. R-3 "Planned Development"

Planned Development residential land use areas, as designated on the Comprehensive Plan Map, are intended to recognize and enhance areas of scenic quality and view amenities by allowing for flexibility in project design while providing for essential development standards. Within these areas development, which is sensitive to the natural topography of the site, minimizes alterations to the land, and maintains, enhances significant natural resources and is compatible with the surrounding development is encouraged.

34. C-1 "Corridor Commercial"

Corridor Commercial land use areas as designated on the Comprehensive Plan Map are provided for the stability and growth of the City's economic base. The Plan provides for additional Corridor Commercial land to supplement the existing commercial activities elsewhere in the City and to provide appropriate locations for auto-oriented uses. The additional C-1 commercial lands are located in close proximity to the existing commercial center of the City and to the North and South of the City's core commercial area, extending to the city limits. The problem with the designation of additional commercial lands along the transportation corridors is that it further complicates the already difficult strip development situation, which has existed in Madras for a number of years. In reviewing the conceivable alternatives, however, it was noted that very few suitable alternatives exist and it was decided to continue with the existing development pattern. Within the Corridor Commercial areas, the City is committed to providing for auto-dependent and oriented uses while requiring reasonable development standards that will result in better urban design. Major commercial developments, including mobile home parks, shall be reviewed by the City for compatibility and consistency with the goals and objections of this Plan. No minimum lot size is established, however, all future commercial land uses shall conform to the standards set forth in the Zoning Ordinance, including site plan review.

5. C-2 "Downtown Commercial"

The City has a strong commitment to foster a vibrant downtown. The C-2 Downtown Commercial designation is intended for commercial areas in and near the historic city center. New development in this district must be appropriate in scale and design to the existing downtown area. Private development and redevelopment and public improvements in the downtown district should enhance the pedestrian environment and provide a mix of uses and

Proposed Comprehensive Plan Amendments
Exhibit A - Page 4

services. Uses that are predominantly auto-dependent do not support these goals and are therefore restricted in Downtown Commercial areas.

6. C-3 "Community Commercial"

This designation is suitable for areas that contain existing commercial businesses that are auto-oriented, but at a scale that is similar to businesses in the historic city center. Such areas include, but may not be limited to, the commercial area south of downtown. To recognize existing uses, areas designated as Community Commercial are intended to provide for a range of businesses and services that are consistent with the present urban scale of the area. The scale of future development should reflect the transition between downtown uses and Corridor Commercial. Auto-oriented uses are permitted in this district, but on smaller lots with limited parking.

47. NC "Neighborhood Commercial"

Neighborhood Commercial areas within a community provide logical locations for people to gather and create a local business center among residential areas. This provides for efficient use of land and urban services, encourages walking as an alternative to driving, provides more employment and housing options, and provides both formal and informal community gathering places.

58. I "Industrial"

Industrial land is provided in an area of existing industrial use within the City limits of Madras and within the Madras Industrial Park. Future industrial development shall be reviewed by both the City and County to establish compatibility and consistency with the goals and objectives of this Plan.

69. O/S "Open Space"

The Open Space land use category is designed to show lands within the planning area that are established parks or lands that are under public ownership with established public uses taking place.

10. A/D Airport Development

Airport Development land use areas, as designated on the Comprehensive Plan Map, are intended to provide land adjacent to the airport facilities for future commercial and industrial uses, which may be dependent on air transportation.

711. Floodplain

The Willow Creek Floodplain, as established by the Federal Insurance Administration, is shown on the Comprehensive Plan Map as an overlay. The underlying land use categories shall control types of land uses that take place. The Floodplain designation is to indicate the special construction techniques to be utilized in this area. The City's Floodplain Ordinance shall be consulted before specific building permits are issued for construction in the area.

812. MO "Medical Overlay"

To provide for the growth and development of hospitals, clinics, or related health care facilities or complexes within a committed community service area. This overlay encourages the development of the facilities in a controlled development framework; provides for a variety of uses that may co-depend and/or support hospitals, clinics, or related health care facilities; protect such areas from encroachment of incompatible land uses that may have an adverse impact on the operation and future expansion of hospitals, clinics, or related health care facilities; and allows existing uses within the overlay boundary to remain conforming to the underlying zoning district.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 5

13. AO "Airport Overlay"

This overlay designation is intended to prevent the establishment of air space obstructions in airport approaches and surrounding areas through height restrictions and other land use controls as deemed essential to protect the health, safety and welfare of the people of the City of Madras and Jefferson County.

ESTABLISHMENT OF URBAN GROWTH BOUNDARY AND URBANIZATION
URBAN GROWTH MANAGEMENT PLAN
AREAS OUTSIDE THE URBAN GROWTH BOUNDARY
ADMINISTRATIVE PROCEDURES

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 1

- ARTICLE 1: INTRODUCTORY PROVISIONS
- ARTICLE 2: BASIC PROVISIONS
- SECTION 2.1: COMPLIANCE WITH ORDINANCE PROVISIONS
- SECTION 2.2: ZONING APPLICATION
- SECTION 2.3: TIME LIMIT ON A ZONING APPLICATION

SECTION 2.4: ESTABLISHMENT OF ZONING DISTRICTS AND OVERLAY DESIGNATIONS:
This ordinance hereby establishes the following land use zoning districts and overlay designations. Overlay designations are subordinate to the primary zoning district. They are as follows:

ZONE	DESIGNATION
Single-family Residential	R-1
Multiple-family Residential	R-2
Planned Residential Development	R-3
<u>Corridor Commercial</u>	C-1
<u>Downtown Commercial</u>	C-2
<u>Community Commercial</u>	C-3
Neighborhood Commercial	NC
Industrial	I
Open Space	O/S
Airport Development	A/D

OVERLAY	DESIGNATION
Flood Hazard	FH
Medical Overlay	MO
Airport Overlay	AO

- SECTION 2.5: LOCATION OF ZONES
- SECTION 2.6: ZONING MAP
- SECTION 2.7: ZONING DISTRICT BOUNDARIES
- SECTION 2.8: ZONING OF ANNEXED AREAS
- SECTION 2.9: CONFLICTING STANDARDS

ARTICLE 3: LAND USE ZONES

- SECTION 3.1: SINGLE FAMILY RESIDENTIAL (R-1)
- SECTION 3.2: MULTIPLE FAMILY RESIDENTIAL (R-2)
- SECTION 3.3: MANUFACTURED HOMES - MANUFACTURED HOMES MEETING THE FOLLOWING CRITERIA ARE ALLOWED AS A PERMITTED USE IN BOTH THE R-1 AND R-2 ZONES:
- SECTION 3.4: PLANNED RESIDENTIAL DEVELOPMENT (R-3)

SECTION 3.5: COMMERCIAL (~~C-1~~)

SECTION 3.5.1 CORRIDOR COMMERCIAL (C-1), DOWNTOWN COMMERCIAL (C-2) AND COMMUNITY COMMERCIAL (C-3)

A. PERMITTED USES.

1. Types of uses. For the purposes of this chapter, there are three types of uses:
 - (a) A permitted (P) use is a use which is permitted outright subject to site plan approval and to all of the applicable provisions of this title. If a use is not listed as a permitted use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 2

- (b) A conditional (C) use is a use the approval of which is at the discretion of the Planning Commission and subject to site plan approval. The approval process and criteria are set forth in 8-12.6. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.
- (c) A prohibited (X) use is one which is expressly prohibited in the zone. In addition, uses not specifically listed as permitted or conditional in Table 3.5-1 or deemed to be similar uses pursuant to Section 8-12.9.27 are also prohibited.
- 2. Use table. A list of permitted, conditional and prohibited uses in commercial zones is presented in Table 3.5-1.

(Subject to site plan review.)

- 1. Motels, hotels
- 2. Recreational vehicle parks (see Section 3.5.2) (Planning Commission Review)
- 3. Food stores.
- 4. Automobile/truck service stations (requirements in Article IV, Section 8-12.4.14 also apply).
- 5. Cafes and restaurants including drive-ins.
- ~~6. All commercial uses including retail stores, service establishments, professional and other office, recreational enterprises, financial institutions, hotels, and similar uses.~~
- ~~7. Telephone exchange, electrical substations, or public utilities, except for communication towers~~
- ~~8. Fire, police, or other governmental buildings.~~
- ~~9. Clubs and lodges.~~
- ~~10. Electrical, plumbing, heating or paint sales, service and repair.~~
- ~~11. Garage - automobile, light truck and trailer, or marine sales, rental storage, service and repair.~~
- ~~12. Laundry or dry cleaning.~~
- ~~13. Machine shop repair.~~
- ~~14. Manufacture of artificial limbs, dentures, hearing aides, surgical instruments, and dressings or other devices employed by the medical or dental profession.~~
- ~~15. Sign painting shop, sale or repair.~~
- ~~16. Churches~~
- ~~17. Storage Facility~~
- ~~18. Residential occupancy(ies) located above the ground floor (1st floor) of the commercial structure, provided there is an existing or proposed commercial use on the 1st floor of the structure.~~
- ~~19. Dwellings (existing and being lived in as of the adoption date of this ordinance revising this section) NO SITE PLAN REQUIRED FOR REPLACEMENT OR ADDITION TO THE EXISTING DWELLING, BUT A PLOT PLAN IS REQUIRED FOR LOCATION AND SETBACKS.~~
- ~~20. Veterinary clinics~~
- ~~21. Mortuary, crematorium~~

Table 3.5-1: Uses in the C-1, C-2 and C-3 Zones

<u>Uses</u>	<u>Corridor Commercial (C-1)</u>	<u>Downtown Commercial (C-2)</u>	<u>Community Commercial (C-3)</u>
Commercial			
<u>Clubs and lodges, similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Eating and drinking establishments, including drive-through/drive-ins (1)</u>	<u>P</u>	<u>X</u>	<u>C</u>
<u>Eating and drinking establishments, excluding drive-through/drive-ins</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Entertainment uses, including theaters, indoor amusement uses such as bowling alleys, and similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Office uses including medical and dental offices, clinics and laboratories</u>	<u>P</u>	<u>P</u>	<u>P</u>

*Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 3*

<u>Uses</u>	<u>Corridor Commercial (C-1)</u>	<u>Downtown Commercial (C-2)</u>	<u>Community Commercial (C-3)</u>
<u>Retail trade and services, except vehicle-oriented</u>	<u>P/C (5)</u>	<u>P/C (5)</u>	<u>P/C (5)</u>
<u>Retail trade and services, vehicle-oriented (2)</u>	<u>P/C (5)</u>	<u>X</u>	<u>C (5)</u>
<u>Personal and professional services, including laundromats, dry cleaners, barber shops and salons, bank and financial institutions, and similar uses (1)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Motels, hotels</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Recreational vehicle parks subject to Section 8-12.3.5.1(D)</u>	<u>C</u>	<u>X</u>	<u>X</u>
<u>Veterinary clinics (3)</u>	<u>C</u>	<u>X</u>	<u>C</u>
<u>Mortuary, crematorium</u>	<u>P</u>	<u>C</u>	<u>P</u>
<u>Commercial storage facilities (4)</u>	<u>C</u>	<u>X</u>	<u>X</u>
<u>Repair Services</u>	<u>P</u>	<u>C (6)</u>	<u>P</u>
<u>Light manufacture (e.g., small-scale crafts, electronic equipment, furniture, similar goods) when in conjunction with retail</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Bakeries and similar food processing where goods are to be sold primarily on-site and to the general public</u>	<u>P</u>	<u>C</u>	<u>P</u>
<u>Bulk fuel facilities</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Temporary Uses subject to Section 8-12.3.5.1(C)</u>	<u>P</u>	<u>P</u>	<u>P</u>
Public and Institutional			
<u>Fire, police, or other government buildings</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Libraries, museums, community centers, concert halls and similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Public parking lots and garages</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Public parks and recreational facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Schools (public and private)</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Utilities, public or private (except towers)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Churches and places of worship</u>	<u>P</u>	<u>P</u>	<u>P</u>
Residential			
<u>Mixed use residential subject to Section 8-12.3.5.1(B)</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Dwellings (existing as of [date])</u>	<u>P</u>	<u>P</u>	<u>P</u>

Notes:

- (1) Drive-through or drive-in facilities are subject to the standards in Section 8-12.3.5.1(O)5(I).
- (2) "Vehicle oriented retail trade and services" refers to those uses where automobiles and/or other motor vehicles are an integral part of the use, including, but not limited to, businesses that repair, sell, rent, store, or service automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, and similar vehicles and equipment. Those retail uses selling automobile parts and similar items are not considered vehicle oriented uses provided no vehicle servicing is conducted on-site.
- (3) Veterinary Clinics – Boarding of animals in conjunction with a veterinary clinic may be approved provided that the applicant can show that odor, dust, noise and drainage shall not constitute a nuisance, hazard, or health problem to adjoining property or uses. Fencing and/or vehicular access and loading restrictions may be required to protect surrounding properties.
- (4) Commercial storage facilities may include areas designed for the outdoor storage of boats, RVs and similar items provided the applicant can show that the facility will not create a nuisance to surrounding properties and uses. All commercial storage activities not conducted within an enclosed building shall be screened from view of all adjacent properties and adjacent streets by a sight obscuring fence, landscaping or similar means. The sight obscuring fence shall be subject to the provisions of Section 8-12.4.3
- (5) Retail structures over 30,000 square feet are subject to Conditional Use approval by the Planning Commission.
- (6) No outdoor repair activity is permitted. Repair services are permitted only when conducted entirely indoors.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 4

~~B. LARGE RETAIL STRUCTURES (Big Box) DEVELOPMENT STANDARDS (Planning Commission Review) shall comply with Section 8-12.3.5 (M).~~

B. MIXED USE RESIDENTIAL. Residential uses (multiple-family dwellings) shall be permitted only when part of a mixed use development (residential with commercial or public/institutional uses) and subject to the following standards:

1. "Vertical" mixed use (housing above the ground floor) and "horizontal" mixed use (housing on the ground floor) developments may be permitted.
2. Within horizontal mixed use developments, residential uses shall be located behind commercial uses relative to the front lot line.
3. Access to residential uses shall not occupy more than twenty (20) feet or ten (10) percent (whichever is more) of frontage along the front lot line.

C. TEMPORARY USES. These uses may be seasonal or year and are for such activities as: mobile food vendors and sales of sunglasses, housewares, toys, crafts, vegetables and fruit stands. All temporary use permits are for business activities that are not located in a permanent structure that is built on a fixed foundation and would be commonly referred to as a building. All temporary uses must comply with State of Oregon health regulations and evidence of compliance (i.e., copy of permit, County Health Department Certificates, etc.) must be provided to the City of Madras Community Development Department prior to issuance of a temporary use permit. The following requirements shall be met and complied with prior to starting of business. (Seasonal or Year-long Temporary Use application required).

1. Seasonal Temporary Uses. This type of temporary use (and Seasonal Temporary Use Permit) is for a duration of not more than three (3) months (i.e. 90 consecutive days). To be eligible for a Seasonal Temporary Use Permit, the following information must be provided and conditions met and adhered to:
 - i.(a) The address and/or location where the Seasonal Temporary Use activity will occur.
 - ii.(b) Property Owner's written authorization for the use of the property for the Seasonal Temporary Use.
 - iii.(c) Duration of Temporary Use, including starting date and time, and ending date and time. [Subsection C, Item 1, and Sub-Items i, ii, and iii, amended by Ordinance No. 734, Passed by Council on May 10, 2005.]
 - iv.(d) Hours of operation
 - v.(e) Obtain a Business License from the City of Madras prior to business operation.
 - vi.(f) The Temporary Use activity and all structures are to be removed from authorized site at least once each day and at all times when the activity is not open for business, except for a one-time exception not to exceed seven (7) consecutive days as specifically authorized by the (Community Development Director). For certain uniquely seasonal activities, like Christmas tree sales, 4th of July fireworks sales, the Community Development Director may allow a longer period. [Sub-Item vi, added by Ordinance No. 734, Passed by Council on May 10, 2005.]
2. Year-long Temporary Uses. This type of use (and Year-long Temporary Use Permit) is required for any qualified Temporary Use activity that will exceed three (3) months (90 consecutive days) duration. The Temporary Use activity and all structures, buildings, vehicles and any other support structure or equipment must be removed from the property (location of selling product) every evening and be absent from the site for a period of not less than six (6) consecutive hours.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 5

The Year-long Temporary Use vendor must move around town and have a number of locations (no less than two) for the Temporary Use activity. No Year-long Temporary Use business activity can occur at the same location for more than 90 consecutive days without a 90 consecutive days absence from the same site before being allowed to return for another period not to exceed 90 consecutive days. To be eligible for a Year-long Temporary Use Permit, the following information must be provided and conditions met and adhered to:

~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

i. ~~(a)~~ The address and/or location where the Year-long Temporary Use activity will occur.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

ii. ~~(b)~~ Property owner's written authorization for the use of property for the Year-long Temporary Use.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

iii. ~~(c)~~ Hours of operation

iv. ~~(d)~~ Duration of Year-long Temporary Use, including starting date and time, and ending date and time.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

v. ~~(e)~~ Shall obtain a Business License from the City of Madras prior to conducting business.

vi. ~~(f)~~ All signage must comply with all state and local requirements.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

vii. ~~(g)~~ No furniture (i.e., table and chairs), separate awnings, or tents are permitted.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

3. Temporary Structures may be placed on a lot while constructing an office or building.
~~*[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]*~~

D. SECTION 3.5.2-RECREATIONAL VEHICLE PARKS - Purpose: To provide for recreational vehicle parks, which are suitable for the placement and occupancy of recreational vehicles for recreational purposes with the necessary amenities.

1. ~~A~~-Requirements:

(a) ~~1~~-Recreational vehicle parks shall not be occupied by manufactured dwellings, except for one (1) dwelling (manufactured or conventional) for an on-site manager or care taker.

(b) ~~2~~-Access shall be paved and have direct access onto a street.

(c) ~~3~~-Site obscuring fencing or buffering of the RV park shall be provided.

(d) ~~4~~-Entrance to the RV park shall be designed with an adequate parking area for those registering, or checking out without blocking access to the designated RV park spaces and will not cause congestion on adjacent streets.

(e) ~~5~~-Lighting.

(i) Structural exterior lighting shall not project directly into an abutting lot.

(ii) Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.

(iii) Not be able to see source of light, or light reflective or amplifying device from outside property line.

(iv) No structure has blinking, strobe, or rotating light(s) unless required by FAA.

(v) Lighted poles shall not exceed twenty feet (20') in height.

(f) ~~6~~-A dump station for discharging wastewater holding tanks shall be provided unless each space is equipped with a sewer connection.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 6

- (g) ~~7-~~RV park spaces shall provide on-site electrical, dump station or sewer connection, and water hookups.
- (h) ~~8-~~Occupied RV park spaces shall not exceed 120 days by the same RV owner.
- (i) ~~9-~~Accessory uses in conjunction with the RV park may include laundry facilities, playground, and convenience store.
- 2. ~~B-~~Regulations:
 - (a) ~~1-~~No person shall establish or enlarge an RV Park without first obtaining the required approvals and permits as required by this Ordinance.
 - (b) ~~2-~~The following regulations and statutes must be adhered to by any applicant for an RV park permit in addition to all requirements included in this Ordinance:
 - (i) Oregon Revised Statutes regarding RV Parks.
 - (ii) Oregon State Health Division administrative rules regarding RV Parks.
 - (iii) Oregon State Building Codes regarding plans review and construction of the RV park.
- 3. ~~C-~~Procedure: An application for a RV Park approval must be included with the submittal of a Conditional Use Application.
 - (a) ~~1-~~A completed application for an RV Park and the applicable fee submitted;
 - (b) ~~2-~~An area map at a scale which clearly shows the general neighborhood, streets, existing structures and facilities, hazard areas, and other significant features in the area;
 - (c) ~~3-~~A map of the proposed site showing all existing landscape features, existing structures, existing utilities (water, sewer, power, etc.) and existing vegetation;
 - (d) ~~4-~~A preliminary drawing indicating the general layout and design of the project, prepared at a suitable scale, to clearly show all streets, property boundaries, walkways, proposed permanent structures and recreational areas, parking and storage areas, and other facilities. Include approximate dimensions, where appropriate.
 - (e) ~~5-~~A preliminary utility plan, indicating sewer and water lines, electric, gas, telephone, cable television, and storm water facilities;
 - (f) ~~6-~~A conceptual landscaping plan indicating all existing vegetation to be retained, all proposed landscaping features including trees, shrubs, grass, flowering plants, fences, berms, and open space.
 - (g) ~~7-~~Access approach for the RV park must existing or approved by the governing jurisdiction.
 - (h) ~~8-~~The RV Park is compatible with the adjacent neighborhood.
 - (i) ~~9-~~The RV park shall not adversely affect the neighborhood, in which the RV park will be located.

E. ~~D-~~AREA REQUIREMENTS. None.

F. ~~E-~~SETBACK REQUIREMENTS.

- 1. Minimum Setback. None, except, structure(s) shall not be less than ten (10) feet from the property line, where the commercial lot line(s) abutting abuts a residentially zone parcel(s).
- 2. Maximum Setback. The maximum setback requirement applies only in the C-2 Downtown zone. The maximum allowable front yard setback in C-2 is five (5) feet. This standard is met when 100 percent of the front building elevation is placed no more than five (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 seating area) is provided between the building and front property line. On through lots (lots with front and rear frontage on a street), this standard applies only to the designated front setback.

G. ~~F-~~HEIGHT OF BUILDING.

- 1. Maximum Height. No commercial structure shall exceed a height of forty-five feet (45') without submitting a Variance Application and receiving prior authorization from the City Planning Commission and/or the City Council.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 7

2. Minimum Height. Within the C-2 zone, the minimum building height for building facades facing an arterial street shall be twenty (20) feet unless otherwise approved through the site plan approval process.

H. ~~G.~~ PARKING REGULATIONS. Shall meet the requirements of Table #1, Attachment 'A' in Section 8-12.4.7 and requirements of Sections 8-12.4.4 through 4.7 of the City's Zoning and Land Development Ordinance and shall be reviewed as part of the site plan review.

I. ~~H.~~ SANITATION REGULATIONS. Before any structure receives a Certificate of Occupancy, it shall be connected to the city sewer system; or where the structure is within three-hundred feet (300') of an existing city sewer.

J. ~~I.~~ WATER REGULATIONS. Before any structure receives a Certificate of Occupancy it shall be connected to the city water system unless authorized by the city for connection to any adjoining water system.

~~K.~~ J. FLOODPLAIN. Any structure proposed to be located in the floodplain must meet Federal Emergency Management Agency (FEMA) and ordinance regulations.

L. ~~K.~~ LIGHTING.

1. Structural exterior lighting shall not project directly into an abutting lot.
2. Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.
3. Not be able to see source of light, or light reflective or amplifying device from outside property line.
4. No structure has blinking, strobe, or rotating light(s) unless required by FAA.
5. Lighted poles shall not exceed twenty feet (20') in height.

M. Outdoor Storage, Trash Collection and Loading Areas. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.

- (a) Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.
- (b) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.
- (c) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot, where feasible.
- (d) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure.

~~L.~~ USES PROHIBITED IN THE COMMERCIAL ZONE

- ~~1.~~ Bulk fuel facilities for loading and storage

N. M. LANDSCAPING AND SCREENING.

1. Landscape plans shall be submitted with the site plan application and must receive approval.
2. ~~1.~~ All unused portions of the property shall be maintained with landscaping consisting of ground cover, or planted grass, shrubs, trees, flower beds, bark dust, or other suitable landscaping.
3. ~~2.~~ Property owner shall be responsible for establishing and maintaining the landscaping on the lot.
4. ~~3.~~ A minimum of fifteen percent (15%) of the total lot area shall be landscaped. ~~This is submitted with the site plan application and must receive approval.~~ Within the C-2 zone, an E exception to

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 8

this provision may be granted where: ~~i. The proposed development is in the applicant provides alternative landscaping or pedestrian amenities, including, but not limited to, street trees, benches, and planters, established downtown area.~~

5. ~~ii~~ Areas of the lot used for vehicle maneuvering, parking, loading, repair, or storage, shall be landscaped and screened as follows:
 - (a) ~~(A)~~ At least seven percent (7%) of the parking lot area shall be landscaped. Trees shall be planted at a ratio of one tree per ten (10) parking spaces to achieve a canopy effect over fifty percent (50%) of the lot area.
 - (b) ~~(B)~~ Landscape buffers are required between parking areas and streets and shall have a minimum width of three feet (3').
 - (c) ~~(C)~~ Landscape buffers between parking abutting a property line shall have a minimum width of three feet (3').
 - (d) ~~(D)~~ Front or exterior yard landscaping may not be submitted for the interior landscaping required for interior parking stalls.
 - (e) ~~(E)~~ There shall be a minimum distance of five feet (5') between parking areas and adjacent residential lots.
 - (f) ~~(F)~~ Landscape buffers shall consist of evergreens ground cover and shrubs mixed with a variety of flowering and deciduous plant species of trees and shrubs.
 - (g) ~~(G)~~ Landscaping in a parking or loading area shall have a width of not less than five feet (5'). Landscaping in a parking lot or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.
6. ~~(H)~~ Provision shall be made for the irrigation of planting area.
7. ~~(I)~~ Required landscaping shall be continuously maintained.
8. ~~(J)~~ Vegetation planted in accordance with an approved site plan shall be maintained by the property owner or developer. Plants or trees that die or are damaged shall be replaced and maintained.
9. ~~(K)~~ Drainage. Surface drainage shall be contained on-site managed in accordance with the City's stormwater master plan.

O ~~N~~. DESIGN REVIEW: To provide design standards for commercial development within the city limits of Madras. These standards ensure that the public health, safety and general welfare are protected and the general interest of the public is served. The standards provide for originality, flexibility and innovation in site planning and development to enhance the special characteristics that make Madras a unique place to live.

1. Ordinance Provisions Applicability. Except as exempted by Section 3.5.O.2 #2, the provisions design standards of this ordinance section shall apply to the following activities:
 - (a) All new building construction.
 - (b) Any exterior modifications to or expansion of existing buildings.
 - (c) All new parking lots.
 - (d) All outdoor storage and display areas.
 - (e) All new signs.
 - (f) All new drive-through and drive-up facilities.
 - ~~f. All building expansions greater than 10,000 square feet.~~
 - ~~g. Structures shall be painted or repainted in a single primary color in whites, creams or earth tones with complimentary trim. The trim shall not exceed twelve inches (12") in width.~~
2. Exemptions. This ordinance section does not apply to the following activities:
 - (a) Maintenance of the exterior of an existing structure such as re-roofing or residing.
 - (b) Interior remodeling.
 - (c) Reconstruction of buildings located on properties which have been destroyed or substantially damaged by fire or natural causes. The building(s) shall be reconstructed in the same location as it existed prior to damage or destruction. Reconstruction shall commence within one (1) year of the damage or destruction.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 9

- (d) Building expansions as follows:
 - (i) Within the C-1 and C-3 zoning district, where the expansion does not exceed 25% of the gross square footage of the original building and where the expansion does not exceed or 10,000 square feet in area, whichever is less.
 - (ii) Within the C-2 zoning district, where the expansion does not exceed ten (10) percent of the gross square footage of the original building or 3,000 square feet in area, whichever is less.
- (e) Parking lot expansions not exceeding 25% of the gross square footage of the original lot and where the total amount of parking provided will not exceed 150% of the parking allowed by the Zoning Ordinance.
- 3. Process. In addition to the requirements of Section 8-12.4.8 (Site Plan Approval), the review authority (Community Development Director) shall approve, approve with conditions or deny an application based upon compliance with the site plan criteria, and design review standards of this section. Approval shall be obtained from the review authority prior to the issuance of a building permit for all activities described in Paragraph (1) of this section. The review authority for developments of 30,000 square feet or less shall be the Community Development Director. For developments of greater than 30,000 square feet, the Community Development Director shall forward the application to the Planning Commission.

The process is intended to be flexible. Therefore, where strict application of the design standards in this section would be counterproductive to the goal of encouraging high quality development that enhances the City, an applicant may propose alternative design solutions. However, the burden of proof shall be on the applicant to show that the alternative design better accomplishes the City's goals.

- 4. Application Requirements. The applicant shall attend a pre-application conference prior to filing an application for Design Review with the City. After attending the pre-application conference the applicant shall file an application for Design Review along with other applicable applications (site plan and/or conditional use) with the City.
- 5. Standards for Approvals for all Buildings 30,000 gross square feet or less. The review authority shall use the standards in this section and the criteria for site plan review to ensure compliance with the purpose of Design Review.
 - (a) Natural Features - Buildings shall be sited to protect areas of special interest or other natural features such as natural grade, trees, vegetation and rock out-croppings are encouraged to be incorporated into the overall site plan and may be calculated as part of the landscaping requirement if healthy and not damaged during construction.
 - (b) Building, location and orientation - New buildings shall have at least one principle building entrance oriented toward the primary frontage property line.
 - (c) Pedestrian Walkways
 - (i) Walkways from the sidewalk to building entrances. A continuous pedestrian walkway shall be provided from the primary frontage sidewalk for pedestrians to access building entrances. This internal walkway shall incorporate a mix of landscaping, benches, drop-off bays and bicycle facilities for at least 50% of the length of the walkway. This walkway is necessary for persons who will access the site by walking, biking or transit. Walkways shall be connected to adjacent sites wherever practicable.
 - (ii) Walkways from parking areas to building entrances. Internal pedestrian walkways shall be developed for persons who need access to the building(s) from the parking pods. The walkways shall be located within the pods and shall be designed to provide access from the pods to the entrances of the building(s). The walkways shall be designed to separate people from moving vehicles as much as possible. These walkways shall have a minimum width of 5 feet with no car overhang or other obstruction. The walkways must

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 10

also be designed for disabled access according to the Uniform Building Code. This may require the walkways to be widened or modified.

- (iii) ~~The All internal pedestrian~~ walkways shall be distinguished from the parking and riving areas by use of any of the following materials: special pavers, bricks, raised elevation or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Other materials may be used if they are appropriate to the overall design of the site and building and acceptable to the review authority.
- (iv) Pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principle customer entrance of all principle buildings on the site.
- (v) At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.
- (d) Mechanical equipment and service areas. Mechanical equipment and service areas shall be screened with visual barriers from adjacent properties, public roadways, parks, or other public areas. The architectural design of the building shall incorporate design features which screen, contain and conceal all heating, ventilation, air-conditioning units, trash enclosures, dumpsters, loading docks and service yards.
- (e) Building elevations, design. i. Exterior building design. (A) Buildings with The exterior walls of buildings which can be viewed from a public street and which are greater than 50-20 feet in horizontal length shall be constructed using a combination of the architectural features identified in subsection (f), below, and a variety of building materials and landscaping near the walls. The minimum number of architectural features to be incorporated into each wall is three (3) in the C-1 and C-3 zones and four (4) in the C-2 zone. Walls which can be viewed from public streets shall be designed using architectural features and landscaping (abutting the building) for at least 50% of the wall length. Other walls shall incorporate architectural features and landscaping for at least 30% of the wall length. (C) A Where appropriate, a portion of the on-site landscaping shall abut the walls so that the vegetation combined with the architectural features significantly reduce the visual impact of the building mass as viewed from the street.
- (f) ~~(B)~~ Architectural Features. Architectural features are elements that complement the design intent of the structure and are acceptable to the review authority. Architectural features shall be appropriate for the proposed building type and style and features may vary on rear/side/front elevations. Architectural features include, but are not limited to the following:
 - (i) recesses,
 - (ii) projections,
 - (iii) wall insets,
 - (iv) arcades,
 - (v) window display areas,
 - (vi) awning,
 - (vii) balconies,
 - (viii) window projections (e.g., bay windows),
 - (ix) permanent landscape structures (e.g., built-in planter boxes),
 - (x) cupolas or towers,
 - (xi) pillars or posts,
 - (xii) decorative patterns on exterior finish (e.g. scales/shingles, wainscoting, ornamentation, and similar features),
 - (xiii) window trim (minimum four (4) inches wide),
 - (xiv) or other features that complement the design intent of the structure and are acceptable to the review authority.
- (g) ~~(D)~~ Building materials. The predominant building materials should be materials that are characteristic of Central Oregon such as brick, wood, native stone and tinted/textured

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 11

concrete masonry units and/or glass products. Other materials such as smooth-faced concrete block, undecorated tilt-up concrete panels, or pre-fabricated steel panels should only be used as accents and not dominate the building exterior of the structure. Within the Downtown Commercial (C-2) zone, the following exterior finish materials are prohibited (except when used as foundation materials): smooth-faced (plain) concrete block, plain concrete panels, corrugated metal, plywood, sheet press board, and vinyl siding. Metal roofs may be allowed if compatible with the overall architectural design of the building.

- (h) ii.—Roof Design. Roofs should be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible roof lines and roofs that project over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat roof tops. Overhanging eaves, sloped roofs and multiple roof elements are highly encouraged.
- (i) iii.—Customer Entrances. Clearly defined, highly visible customer entrances using features such as canopies, porticos, arcades, arches, wing walls, and integral planters are highly encouraged. Within the Downtown Commercial (C-2) zone, buildings must provide weather protection for patrons using customer entrances. At a minimum, the main public entrance must have an awning, canopy, arcade, or similar feature that provides weather protection.
- (j) iv.—Community Amenities, such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.
- (k) f.—Building and Sign Colors: Exterior colors shall be of low reflectance, subtle, neutral or earth tone colors. The use of high intensity colors such as black, neon, metallic or florescent for the facade and, or roof of the building are prohibited except as approved for building trim. The use of Trademark colors will require approval.
- (l) Drive-Through and Drive-up Facilities: The regulations of this section apply to all uses that have drive-through or drive-up facilities and apply only to the portions of the site development that comprise the drive-through or drive-up facility.
- (i) Stacking lanes must be set back 5 feet from all lot lines.
- (ii) All driveway entrances, including stacking lane entrances, must be at least 50 feet from an intersection.
- (iii) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation.
- (iv) Stacking lanes must be clearly identified and separated from parking and travel areas through such means as striping, curbing, landscaping, and signs.
- (v) Gasoline service stations. A minimum of 30 feet of stacking lane is required between a curb cut and the nearest gasoline pump.
- (vi) Drive in restaurants. A minimum of 150 feet for a single stacking lane or 80 feet per lane when there is more than one stacking lane is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
- (vii) Other drive-through and drive-up facilities. A minimum of 45 feet for a single stacking lane or 30 feet when there is more than one stacking lane is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
- (m) Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 12

6. The Standards for Buildings Greater than 30,000 Gross Square Feet (Big Box Stores). The purpose of these regulations are to break up the apparent mass and scale of large retail structures and to ensure that such development is compatible with, and does not detract from the City of Madras' unique character, scale, and sense of place. To encourage a mixture of uses and sizes of structures and to promote and facilitate a safe and comfortable pedestrian scale environment, as well as to reduce the visual impact of large areas of parking. The building(s) shall be kept in good condition and shall be the responsibility of the property owner or building owner. The standards in this section shall apply in addition to the standards of 8-12.3.5(O)5. In case of a conflict, the more restrictive standards shall prevail.
- (a) Size and Mass. No single retail establishment greater than 150,000 gross square feet is permitted. However, the total structure can be larger than 150,000 gross square feet so long as no single retail space exceeds 150,000 gross square feet.
- (b) Building Design. Buildings should have architectural features and patterns that provide visual interest, at the scale of the pedestrian, reduce massive aesthetic effects, and reflect the local character. The following elements should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint: color changes, material changes, texture changes and relief feature (such as offsets, projections and reveals):
- (i) Architectural Unity. All buildings on the same site shall be architecturally unified. ~~This provision shall apply to new construction, additions and remodeling.~~ Architectural unity means that buildings shall be related in architectural style, color scheme, and building materials.
- (ii) Exterior Materials. Predominant exterior building materials shall be of high quality material. These include, without limitation: brick, exterior wood siding, rock, stone or tinted and textured concrete masonry units. Facade colors shall be neutral or earth tone colors. Building trim and accent areas may feature brighter colors, including primary colors, but these colors may not comprise more than 15% of any building facade. The use of high intensity, metallic, black or fluorescent colors including primary colors. Exterior building materials shall not include the following:
- (a) Smooth-faced concrete block;
- (b) Smooth-faced tilt-up concrete panels; or
- (c) Pre-fabricated steel panels
- (iii) Facades and Exterior Walls. The following standards, which apply to all building facades which are visible from adjoining public streets or properties, are intended to reduce the massive scale of large buildings which, without application of these standards, be incompatible with City's desired character.
- (a) Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet.
- (iv) Roofs. The following standards are intended to foster variations in roof lines to add interest to, and reduce the massive scale of, large buildings. Roof features should complement the character of adjoining development. Roofs shall have no less than two (2) of the following features:
- (a) Parapets concealing flat roofs and rooftop equipment, such as HVAC units from the public view. The average height of such parapets shall not exceed 15% of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three dimensional cornice treatment and shall not be of a constant height for a distance of greater than 150 feet.
- (b) Overhanging eaves, extending no less than 3 feet past the supporting walls, for no less than 30% of the building perimeter.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 13

- (c) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every three (3) feet of horizontal run and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run.
- (d) Three or more roof slope planes.
- (v) Entryways. Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features:
 - (a) Large retail buildings shall feature multiple entrances that are separated by not more than 300 feet along any side of a building requiring customer entrances. Multiple building entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores, or identified departments of a store. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face bordering land uses.
 - (b) All sides of a principle building that directly faces an abutting public street shall feature at least one customer entrance. Where a principle building directly faces more than two (2) abutting public streets, this requirement shall apply only to two (2) sides of the building, those sides which are abutting the streets.
 - (c) When structures are adjacent to a residential zone and separated from that zoning district by a public or private street, the structure shall have at least one (1) entryway facing that street.
 - (d) Each principle building on a site shall have clearly defined, highly visible customer entrances featuring no less than three (3) of the following:
 - (i) Canopies or porticos;
 - (ii) Overhangs;
 - (iii) Recesses/projections;
 - (iv) Arcades;
 - (v) Raised corniced parapets over the door;
 - (vi) Peaked roof forms;
 - (vii) Arches;
 - (viii) Outdoor patios;
 - (ix) Display windows;
 - (x) Architectural details, such as tile work and moldings which are integrated into the building structure and design; or
 - (xi) Integral planters that incorporate landscaped areas and/or places for sitting.
- (vi) Multiple Entryways. Multiple entryways or architectural features shall be incorporated into the design in order to break up the apparent mass and scale of large retail structures. Entrances may be to tenant spaces other than the primary retail tenant. For structures:
 - (a) 50,000 square feet to 75,000 square feet, there shall be a clearly articulated public entrance on at least two (2) sides of the structure. At least one (1) such entrance shall be visible from a public street and connected to that street by a pedestrian sidewalk.
 - (b) 75,000 square feet and above, shall provide a significant pedestrian amenity such as outdoor seating areas, play areas for children, and public courtyards.
- (c) Site Design. All buildings and enclosures shall be designed to be compatible with the primary structure. Compatibility shall be measured in terms of design, form, use of materials and color.
 - ~~(a) Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 14

Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director. ~~(b)~~

- (i) **Community Spaces.** Large retail developments shall provide outdoor spaces and amenities to link structures with the remainder of the community. Passenger drop-off/pick-up points shall be integrated with traffic patterns on the site. Special design features shall enhance the building's function as a center of community activity. Each retail development shall provide at least two (2) of the following design features, which shall be constructed of materials that match the principle structure and linked by sidewalks to the principle structure:
- (a) Patio/seating area;
 - (b) Pedestrian plaza with benches;
 - (c) Window shopping walkway;
 - (d) Outdoor playground area; or,
 - (e) Water feature, clock tower; ~~or~~
- (d) **Landscaping:** all buildings shall provide the following landscaping, and shall be the property owner's responsibility to ensure that the landscaping remain healthy and in good condition:
- ~~(a) A landscaped buffer of at least twenty (20) feet in width shall be provided along all property lines abutting roadways, with breaks for approved access points. A minimum of 5 feet wide landscape buffer shall be planted along all other property lines. No parking is permitted within these required landscape areas.~~
 - (b) A minimum of ~~five (5) percent of the area within the boundaries of the parking lot shall be landscaped.~~ Landscaped areas shall be protected by raised curbs or fixed wheel stops approved by the City Public Works Department. A variety of trees, shrubs and flowers shall be incorporated into the landscaping.
- (e) **Pedestrian Circulation.** Pedestrian accessibility opens auto-oriented developments to nearby neighborhoods, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for internal pedestrian circulation systems that will provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience.
- ~~(a) Pedestrian walkways, no less than five (5) feet in width, shall be provided from the public sidewalk or right-of-way to the principle customer entrance of all principle buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.~~
 - (ii) ~~(b)~~ Sidewalks, no less than six (6) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. These sidewalks shall be located at least six (6) feet from the front of the building to provide planting beds for foundation landscaping, except here features such as arcades or entryways are part of the facade.
 - (iii) ~~(b)~~ Weather protection features such as awnings or arcades shall extend at least twenty (20) feet from all customer entrances.
 - ~~(a) All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low-maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.~~
- (f) **Parking Orientation.** Parking areas shall provide safe, convenient, and efficient access. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks and to reduce the overall scale of the paved surface. When buildings are located closer to streets, pedestrian traffic is encouraged and architectural details take on added importance. *To achieve this, for any retail building, no more than twenty (20) percent of the off-street parking area for the entire property shall be located*

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 15

between the principle building(s) and an arterial street, unless other buildings located between the principle building and the arterial street extend along at least fifty (50) percent of the frontage between the arterial and the principle building.

- (a) ~~Vehicle traffic utilizing drive-up windows on buildings within the development shall be designed for pedestrian safety, and not conflict with the pedestrian traffic.~~
- ~~(xi) Lighting. Must comply with requirements in Section 8-12.3.5(K).~~
- (g) ~~(xii) Outdoor Storage, Trash Collection and Loading Areas. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.~~
 - ~~(a) Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.~~
 - ~~(b) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.~~
 - ~~(c) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot.~~
 - ~~(d) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure;~~
 - (i) ~~(e) Areas for the storage and sale of seasonal merchandise shall be permanently defined and screened with walls and/or fences. Materials, colors and design of screening walls and or fences shall conform to those used as in the principle structure. If such areas are to be covered, then the covering shall conform to the colors on the building.~~
 - (ii) ~~(f) Outdoor display and storage shall not encroach on any portion of a walkway, drive aisles or required parking spaces. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 30 feet of any internal pedestrian way.~~

SECTION 3.5.4.3.5.2: NEIGHBORHOOD COMMERCIAL (NC)

- SECTION 3.6: INDUSTRIAL (I)
- SECTION 3.7: MANUFACTURED DWELLING PARK
- SECTION 3.8: OPEN SPACE (O/S)
- SECTION 3.9: AIRPORT DEVELOPMENT ZONE
- SECTION 3.10: AIRPORT OVERLAY DESIGNATION
- SECTION 3.11: MEDICAL OVERLAY (MO)

ARTICLE 4: SUPPLEMENTARY PROVISIONS

- SECTION 4.1: MAINTENANCE OF MINIMUM ORDINANCE REQUIREMENTS
- SECTION 4.2: ACCESS
- SECTION 4.3: FENCES

SECTION 4.54: OFF-STREET PARKING AND LOADING –

~~Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs. General provisions are as follows:~~

- A. ~~The provision and maintenance of off-street parking and loading spaces is a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements are complied with.~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 16

B. Requirements for types of buildings and uses not specifically listed in this ordinance shall be determined by the Hearings Body based upon the requirements for comparable uses listed. ~~In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately.~~

~~Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.~~

~~Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building.~~

C. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

D. Loading. Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs.

1. In any zone in connection with every building or part thereof hereafter erected and having a gross floor area of 10,000 square feet or more, which is to be occupied for manufacturing, storage, warehousing, goods display, retail sales, a hotel, a hospital, a mortuary, a laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles or materials or merchandise, there shall be provided and maintained at least one (1) off-street loading berth, plus one (1) additional such 20,000 square feet. Said loading berth shall be provided with access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be ten feet (10') wide and twenty-two feet (22') long with a height clearance of at least fourteen feet (14'). A sight obscuring screen, berm or landscaping shall conceal all loading areas from view from public streets or roads.
2. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

SECTION 4.45: OFF-STREET PARKING - At the time a building is constructed or enlarged by fifty percent (50%) or more, off-street parking spaces shall be provided as set forth in this section.

A. Amount required. The number of required off-street vehicle parking spaces shall be determined in accordance with Table 4.5-1. Off-street parking spaces may include spaces in garages, carports, parking lots, 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.

1. The square footage measured shall be the gross floor area of the building but shall exclude any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.
2. In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately, unless it can be shown that the peak parking demands are less. In that case, the total requirement may be reduced accordingly.
3. Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces as long as peak demand for each does not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 17

4. On-Street Parking Credit. Within the C-2 and C-3 zoning districts, credit may be allowed for "on-street parking". The amount of off-street parking required may be reduced by one off-street space for every on-street space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking. On-street parking spaces shall meet the dimensional requirements of Table 4.6-1.

B. Location

1. Except as allowed pursuant to Section 3.5.1 O.6(f), no automobile parking, with the exception of handicapped parking, is permitted between the building and an arterial, or collector unless the Community Development Director determines there is no feasible alternative to provide the required parking. If a building setback is provided, the setback area shall be paved with a hard surface (concrete or unit pavers, not asphalt) and shall incorporate seating and landscaping. A public entrance shall be within one-hundred feet (100') of the right-of-way of an arterial or collector street.
2. Development on lots or sites with three (3) frontages may have vehicle parking areas between the building and one (1) of the streets. Development on full blocks may have vehicle parking areas between the building and two (2) of the streets. However, the vehicle area must be between a local street and the building, not an arterial, other than a freeway or other fully controlled access highway.
3. Parking lots with fifty (50) spaces or more shall be divided into separate areas and divided with landscaped areas or walkways at least ten feet (10') in width or by a building or group of buildings.
4. Parking lots shall not occupy more than thirty-three percent (33%) of the frontage of a block on any pedestrian oriented streets.
5. Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building, unless otherwise approved by the Community Development Director.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 18

Table 4.5-1 Required Vehicle Parking

BUILDING TYPE	PARKING SPACES REQUIRED (Spaces per 1,000 sq. ft. unless otherwise noted)
Commercial and Industrial	
Office Buildings, Banks	2.5 spaces
Business and Professional Services	3.3-2.86 spaces
Commercial Recreational Facilities	10.0 spaces
Shopping Goods (Retail)	5.0-2.86 spaces
Convenience Goods (Retail)	5.0-2.86 spaces
Restaurants	10.0 spaces
Personal Services and Repairs	5.0-2.86 spaces
Manufacturing	2.0 spaces
Warehouses	1.0 spaces
Wholesale	1.5 spaces
Residential	
Single Family Dwelling	1 space per dwelling unit
Duplexes	1 space per dwelling unit
Multiple Family Dwelling	1 space per dwelling unit
Apartment Hotels, Rooming Houses	1 space per dwelling unit
Hotels (spaces per bedroom)	1 space per bedroom
Motels (spaces per bedroom)	1 space per bedroom
Public Buildings	
Museums and Libraries	3.3 spaces
Public Utilities	3.3 spaces
Welfare Institutions	2.5 spaces
Medical Buildings	
Medical and Dental Offices	5.0-2.86 spaces
Hospitals	10.0 spaces
Convalescent Homes <u>or assisted living</u>	<u>5.0 spaces-1.0 space per 2 patient beds or</u> <u>one space per apartment unit</u>
Auditoriums	
General Auditoriums and Theaters	0.25 spaces per seat
Stadiums and Arenas	0.25 spaces per seat
School Auditoriums	0.10 spaces per seat
University Auditoriums	0.10 spaces per seat

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
 Exhibit B - Page 19

Table #1 - ZONING REQUIREMENTS FOR OFF-STREET PARKING

BUILDING TYPE	RANGE	MODE* (Peak Hour) (Spaces per 100 Sq. Ft.)	MEAN (Avg. Low)
Commercial and Industrial	0.08 - 1.33	0.25	0.33
Office Buildings, Banks	0.08 - 1.33	0.33	0.37
Business and Professional Services	0.16 - 2.00	1.00	0.79
Commercial Recreational Facilities	0.06 - 3.00	0.50	0.44
Shopping Goods (Retail)	0.10 - 1.33	0.50	0.44
Convenience Goods (Retail)	0.06 - 2.00	1.00	0.75
Restaurants	0.08 - 1.00	0.50	0.40
Personal Services and Repairs	0.08 - 1.00	0.20	0.25
Manufacturing	0.08 - 1.00	0.10	0.16
Warehouses	0.08 - 1.00	0.15	0.16
Wholesale	0.08 - 1.00	(Spaces per Unit)	
Residential			
Single Family Dwelling	0.50 - 3.00	1.00	1.28
Duplexes	0.50 - 2.00	1.00	1.26
Multiple Family Dwelling	0.50 - 2.00	1.00	0.97
Apartment Hotels, Rooming Houses	0.25 - 1.50	1.00	1.00
Hotels (spaces per bedroom)	0.16 - 2.00	1.00	0.97
Motels (spaces per bedroom)	0.25 - 1.25	1.00	1.00
Public Buildings		(Spaces per 100 Sq. Ft.)	
Museums and Libraries	0.10 - 3.33	0.33	0.42
Public Utilities	0.10 - 1.00	0.33	0.29
Welfare Institutions	0.10 - 0.67	0.25	0.20
Medical Buildings		(Spaces per 100 Sq. Ft.)	
Medical and Dental Offices	0.08 - 1.33	0.50	0.43
Hospitals	0.10 - 2.00	1.00	0.28
Convalescent Homes	0.08 - 1.00	0.50	0.35
Auditoriums		(Spaces per Seat)	
General Auditoriums and Theaters	0.06 - 0.33	0.25	0.2
Stadiums and Arenas	0.05 - 0.33	0.25	0.2
School Auditoriums	0.05 - 0.25	0.10	0.14
University Auditoriums	0.06 - 0.25	0.10	0.15

Existing Table to be Deleted

* The mode value is usually also the value recommended for this zoning ordinance. The mode of a set of measurements is defined to be the measurement that occurs most often (with the highest frequency). The above diagram is explanatory to Parking Table.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 20

SECTION 4.6: DESIGN AND IMPROVEMENT STANDARDS FOR PARKING LOTS - The design and improvement standards for parking lots are:

- A. Parking Table and Diagram - Table 4.6-1 provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.
- B. Each parking space or stall shall be governed by the requirements of Section 4.8 Table 4.6-1, and in no case have less than a minimum width of eight feet (8') and a minimum length of eighteen feet (18') but in any case must have at least a total area of 144 square feet and must be individually accessible, be paved, and be adequately maintained.
- C. Except for parking in connection with dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling shall be designed to minimize disturbance to residents by the erection between the uses of a sight-obscuring fence or planted screen of not less than five feet (5') in height except where vision clearance is required.
- D. Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches (4") high and which is set back a minimum of one and one-half feet (1-1/2') from the property line.
- E. Artificial lighting which may be provided shall not shine or create glare in any residential zone or on any adjacent dwelling.
- F. Access aisles shall be of sufficient width to permit easy turning and maneuvering.
- G. Except for single-family and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.
- H. Service drives to off-street parking areas shall be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.
- I. Driveways shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining said lines through points thirty feet (30') from their intersection.
- J. The following standards shall apply to parking within the industrial zone.
 1. Parking shall be located at the rear and sides of a new building; parking can only be allowed in the front of the building (between the landscaping and street) upon approval by the Site Plan Committee.
 2. Parking shall not be allowed on collectors or arterials when industrial zoning is contiguous to said street.
 3. All parking areas shall be limited to sixty (60) spaces plus access--additional required parking shall be separated by five (5) foot landscaped strips except for access. The sixty (60) parking spaces shall be referred to as a cluster of parking.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 21

Parking Table 4.6-1 Parking Area Dimensions

A	B	C	D	E	F	G
Parallel	8'0"		12.0	22.00	20.0	2
8'0"	13.6	11.0	23.4	24.6		
20 degrees	8'6"	14.1	11.0	24.9	25.1	1
9'0"	14.6	11.0	26.3	25.6		
10'0"	15.5	11.0	29.2	26.5		
8'0"	16.0	11.0	16.0	27.0		
8'6"	16.4	11.0	17.0	27.4		
30 degrees	9'0"	16.8	11.0	18.0	27.8	1
9'6"	17.3	11.0	19.0	28.3		
10'0"	17.7	11.0	20.0	28.7		
8'0"	18.4	14.0	11.3	32.4		
8'6"	18.7	13.5	12.0	32.2		
45 degrees	9'0"	19.1	13.0	12.7	32.1	3
9'6"	19.4	13.0	13.4	32.4		
10'0"	19.8	13.0	14.1	32.8		
8'0"	19.7	19.0	9.2	38.7		
8'6"	20.0	18.5	9.8	38.5		
60 degrees	9'0"	20.3	18.0	10.4	38.3	3
9'5"	20.5	18.0	11.0	38.5		
10'0"	20.8	18.0	11.5	38.8		
8'0"	19.8	20.0	8.5	39.8		
8'6"	20.1	19.5	9.0	39.6		
70 degrees	9'0"	20.4	19.0	9.6	39.4	3
9'6"	20.6	18.5	10.1	39.1		
10'0"	20.9	18.0	10.6	38.9		
8'0"	19.2	25.0	8.1	44.2		
8'6"	19.3	24.0	8.6	43.3		
80 degrees	9'0"	19.4	24.0	9.1	43.4	3
9'6"	19.5	24.0	9.6	43.5		
10'0"	19.6	24.0	10.2	43.6		
8'0"	18.0	26.0	8.0	44.0		
8'6"	18.0	25.0	8.5	43.0		
90 degrees	9'0"	18.0	24.0	9.0	42.0	3
9'6"	18.0	24.0	9.5	42.0		
10'0"	18.0	24.0	10.0	42.0		

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 22

SECTION 4.7: BICYCLE PARKING PARKING TABLE AND DIAGRAM — The following table (attached as Exhibit "A") provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.

- A. Bicycle parking Applicability: Multi-family development of four (4) units or more, new retail, office and institutional development, transit transfer stations, and park and ride lots must provide bicycle parking facilities.
- B. Exemptions - The City Administrator may allow exemptions to required bicycle parking in connection with temporary uses that are not likely to generate the need for bicycle parking.
- C. Number of Spaces - The minimum number of bicycle parking spaces which are required shall be at least one (1) bicycle space for every ten (10) automobile parking spaces required under "mode" on Table 4.5-1. #1 designating parking space requirements according to type of use.
- ~~The number of automobile parking spaces may be reduced, where desired, by ten (10) for each additional bicycle parking space constructed above the minimum under this provision. However, the number of automobile parking spaces may not be reduced below the minimum described under the "range" column in Table #1. In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.~~
- D. Location - All required bicycle parking shall be located on-site within fifty feet (50') of well-used entrances and not farther from the entrance than the closest off-street parking space. With the written permission of the appropriate authority having responsibility for the public right-of-way, short-term parking may be located in the public right-of-way.
1. 4. Multiple Uses — For buildings with multiple entrances, required short term bicycle parking shall be distributed proportionally at the various entrances. Required long-term public parking shall also be distributed at the various public entrances, while employee parking shall be located at the employee entrance, if applicable.
 2. Bicycle parking may be provided within a building, but the location must be easily accessible for bicycles.
~~In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.~~
 3. Employee and residential bicycle parking shall offer a high level of security, i.e., bicycle lockers or a locked cage or room with locking facilities inside, to provide safe, long-term parking.
 4. Bicycle parking may be provided within the public right-of-way in areas without building setbacks, subject to approval of the Public Works Director and provided it meets the other bicycle parking requirements.
 5. Bicycle parking facilities shall be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.
 6. Cover for bicycle parking shall be provided by a bicycle storage room, bicycle locker, or racks inside a building; bicycle lockers or racks in an accessory parking structure; underneath an awning, eave, or other overhang; or other facility as determined by the Hearings Body or Community Development Director that protects the bicycle from direct exposure to the elements.
 7. All required long-term bicycle parking and all bicycle parking for residential, school, and industrial uses must be covered.
- E. 5. Parking Space Dimensions - Each required bicycle parking space shall be at least two and a half feet (2 ½') by six feet (6') and when covered, provide a vertical clearance of at least seven feet (7'). An access aisle of at least five feet (5') wide shall be provided and maintained beside or between each row of bicycle parking (vertical clearance may be four feet (4') in an enclosed bicycle locker. Each required bicycle parking space must be accessible without moving another bicycle.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 23

- F. ~~6.~~ Parking Facilities - The intent of this subsection is to ensure that required bicycle parking facilities are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
1. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e. a "rack") upon which the bicycle can be locked.
 2. Bicycle racks must hold bicycles securely by means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
- G. ~~7.~~ Lighting - Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well lit as motor vehicle parking.
- H. ~~8.~~ Signing - Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only. ~~9.~~ ~~Alternative 1~~ - Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility. Directions to employee parking facilities may be signed or supplied as appropriate.
- I. ~~40.~~ Paving/Surfacing - Outdoor bicycle parking facilities shall be surfaced in the same manner as the motor vehicle parking or with a minimum of one inch (1") thickness of hard surfacing (i.e. asphalt, concrete, pavers, or similar material). This surface will be maintained in a smooth, durable, and well-drained condition.
- J. Rental - Bicycle parking spaces required by this ordinance may not be rented or leased except where required motor vehicle parking is rented or leased.

SECTION 4.8: SITE PLAN APPROVAL
SECTION 4.9: MOVING BUILDINGS
SECTION 4.10: ILLEGAL OCCUPANCY
SECTION 4.11: VISION CLEARANCE
SECTION 4.12: SIGNS
SECTION 4.13: HISTORIC STRUCTURE PRESERVATION
SECTION 4.14: MINIMUM STANDARDS FOR THE CONSTRUCTION OR ALTERATION OF SERVICE STATIONS
SECTION 4.15: SERVICE STATION ABANDONMENT
SECTION 4.16: RIPARIAN HABITAT PROTECTION
SECTION 4.17: WETLAND NOTIFICATION
ARTICLE 5: EXCEPTIONS AND VARIANCES
ARTICLE 6: CONDITIONAL USES
ARTICLE 7: ANNEXATION
ARTICLE 8: AMENDMENTS
ARTICLE 9: ADMINISTRATIVE PROVISIONS
ARTICLE 10: GENERAL PROVISIONS

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 1

ARTICLE 1: INTRODUCTORY PROVISIONS

SECTION 1.0	TITLE
SECTION 1.1	PURPOSE
SECTION 1.2	TERMINOLOGY
SECTION 1.3	GENERAL DEFINITIONS
SECTION 1.4	SPECIFIC DEFINITIONS

SECTION 1.5 DEFINITIONS

Area of Sign: The maximum area of the sign shall not exceed one-hundred fifty (150) square feet per side or a total of three-hundred (300) square feet.

Awning: An awning shall consist of a covered structure constructed of wood, canvas, cloth or other flexible material projecting horizontally from the building and attached to a building. Awnings that meet applicable building codes are not considered a sign by this ordinance.

Billboards: A billboard is a freestanding sign which contains a message unrelated to the business or profession conducted upon the premise on which the sign is located.

Business: Business shall mean all of the activities carried on by the same legal entity on the same premises and shall include, but not be limited to: service, commercial, and industrial uses and fraternal, benevolent, education, government, and social organizations.

Business Complex: Business complex shall mean one or more business tenants as occupants of the property. In a business complex, business tenants means but is not limited to, retail shops, executive or administrative services, including medical clinics and accessory pharmacies, professional offices, and personal service establishments which perform personal services on the premises and similar uses.

Business Sign: A sign that directs attention to a business, profession, activity, commodity service, product price, or entertainment conducted, sold, or offered upon the premises where such sign is located or within the building to which such sign is affixed.

Clear Vision Area: Signs along roadways, when allowable, shall not exceed three (3) feet in height unless there is a clear visibility area of at least eight (8) feet in height between the bottom of the sign and the ground. Any support standards for the sign shall not interfere with the clear vision area.

Construction Sign: A sign identifying individuals or companies involved in design, construction, wrecking, financing, or development when placed upon the premises where work is under construction but only for the duration of construction or ~~wrecking-demolition~~.

Directory Sign: A sign which indicates the name and/or address of the occupant, the address of the premises, and/or identification of any legal business or occupation which may exist at the premises.

Gross Surface Area: The entire area within a single continuous perimeter composed of a single face enclosing the extreme limits of characters, lettering, illustrations, ornamentations, or other figures, together with a material of color forming an integral part of the display to differentiate the sign from the background to which it is placed. Structural supports bearing no sign copy shall not be included in gross surface area; however, if any portion of the required structural supports become enclosed for decorative or architectural purposes, that portion will be included in the total gross surface area of the sign.

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 2

Flush Mounted Sign: A sign that is attached or painted directly onto the exterior surface of a building and does not project outward from the wall or surface of the building more than 1 inch (1").

Franchise Sign: A sign for advertising purposes which reflects affiliation with a chain of commonly named businesses, and which sign is required as a prerequisite for operation of the franchise.

Freestanding Sign: A freestanding sign is an on-premise sign supported by one or more uprights or braces in the ground and detached from any building or structure. Freestanding signs include, but are not limited to, monument signs and pole signs.

Frontage: Frontage shall be defined as the length of the property line of any one parcel of property along each accessible street or other public right-of-way it borders.

Height of Sign: Height of sign shall mean the vertical distance from the lowest point of elevation of the finished surface to the highest point of the sign or any vertical projection thereof.

Kiosk: A small, free standing structure which may have one or more surfaces used to display advertising or to identify or index a business or businesses.

Monument Sign: A low profile freestanding sign which has a solid base at ground level that is equal to or greater than the width of the sign face, and which has no separation between the base and sign. A monument sign shall not exceed eight feet in height from ground level, including the base.

Non-conforming Sign: A non-conforming sign is a sign which does not conform to the provisions of this ordinance.

Off-Premise Sign: An off-premise sign is a sign which contains a message unrelated to the business or profession conducted upon the premises where such signs are located.

Off-Premise Sign Structure: Any structure, or any portion of any structure, which is intended, designed or used to display an Off-Premise Sign.

On-Premise Sign: An on-premise sign is a sign which advertises only the business or the goods, products, or facilities located on the premises on which the sign is located, or the sale, rent or lease of the premises.

Owner: Any person, individual, government entity, firm, partnership, LLC, joint venture, association, social club, fraternal organization, fraternity, sorority, joint stock company, corporation, estate, trust, business trust, receiver, trustee, syndicate, or any other group or combination acting as a unit, who owns or leases an Off-Premises Sign Structure or leases from the owner of the underlying real property of an Off-Premises Sign Structure, and is in the business of selling space on such structures to others.

Pole Sign: A sign that is mounted on a freestanding pole(s) or other support so that the bottom edge of the sign face is clearly visible above grade.

Portable and/or Temporary Sign: A portable and/or temporary sign is any sign not designated to be permanently affixed to a building, structure, or the ground; a sign designed to be self-supporting and movable.

Principal Sign: A principal sign is defined as the primary permanent on-premise sign designed primarily to identify or advertise a business or facility to motorists or pedestrians approaching the business or facility. A "principal sign" is limited to a combination, freestanding, flush, or projecting sign.

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 3

Projecting Sign: A projecting sign is a sign other than a flush sign which projects beyond the building face to which it is attached.

Real Estate Sign: A sign which is used to offer for sale, lease, or rent that premises upon which such sign is placed.

Roof Sign: A sign mounted on the roof of a building.

Sign: An outdoor sign, display, message, emblem, device, figure, poster, billboard, or other thing that is used, designed or intended for advertising purposes or to inform or attract the attention of the public. The term includes the sign supporting structure, display surface and all other component parts of the sign. When dimensions of the sign are specified, the term includes the panels and frames, and the term includes both sides of the sign of specified dimension or area, but the term shall not include a sign as reasonably necessary or required by any branch or agency of the government pursuant to any public law or regulation.

Uniform Building Code: The State of Oregon Structural Specialty Code and Fire and Life Safety Code of 1979 Edition (Uniform Building Code) published by the International Conference of Building Officials, as adopted by the City of Madras and which is referred to as "UBC" in this ordinance.

ARTICLE 2: BASIC PROVISIONS

- SECTION 2.1 SIGN ERECTION, REPAIR, ETC.
- SECTION 2.2 SIGN CONFORMANCE; BILLBOARDS
- SECTION 2.3 PROHIBITED SIGNS
- SECTION 2.4 ADVERTISEMENT OF SERVICE
- SECTION 2.5 PORTABLE SIGNS
- SECTION 2.6 RESIDENTIAL SIGNS
- SECTION 2.7 ON-PREMISE SIGNS

On-premise signs in the commercial and industrial zones of the City shall be reviewed by the Planning Commission and shall be restricted to the following standards: in this section:

- A. The total perimeter area of a combination of signs may not exceed three-hundred (300) square feet. Unless otherwise prohibited by this section the , with maximum perimeter area of shall be one-hundred fifty (150) square feet for any individual sign.
- B. Freestanding signs may not exceed thirty-five (35) feet in height. Freestanding signs in commercial and industrial zones are subject to the following restrictions.

<u>Freestanding Signs</u>				
<u>Zone</u>	<u>Type Allowed</u>	<u>Number Allowed</u>	<u>Maximum Size</u>	<u>Maximum Height</u>

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 4

C-1	Pole or Monument	1*	150 sq. ft.	20 feet
C-2	Monument	1*	32 sq. ft.	8 feet
C-3	Pole or Monument	1*	40 sq. ft.	20 feet
NC	Pole or Monument	1*	32 sq. ft.	20 feet
Industrial	Pole or Monument	1*	150 sq. ft.	35 feet

* One freestanding sign shall be allowed per business premise except as allowed by Section 2.7(C) and Section 2.7(D), below.

- C. ~~One freestanding sign shall be allowed per business premise.~~ Business premises with frontages on two one-way streets can have two (2) freestanding signs, one for each direction on opposing one way streets. Maximum perimeter area not to exceed one hundred fifty (150) square feet each side of sign. A business mall shall be considered a single business for purpose of this section.
- D. If a business has more than one (1) frontage along traffic flows of opposite direction, the business may have one freestanding sign, for each direction of traffic flow, ~~the perimeter area not to exceed one hundred fifty (150) square feet per sign or three hundred (300) square feet in the aggregate.~~
- E. Building Signs - Each business shall be entitled to have two (2) square feet of flush mounted or wall sign area per ~~lineal foot~~ width of the building's dominant facade, with a maximum of one hundred fifty (150) square feet of signs or six percent (6%) of the linear measurement of the building's dominant facade, whichever is more.
- F. Franchise Signs - Upon proof by a franchise business operator that display of a franchise sign is a necessary prerequisite to operation of the business of the franchise, and upon review and approval of the City Planning Commission, a franchise business operator may obtain an appropriate exception from application of this ordinance.

SECTION 2.8 REAL ESTATE SIGNS
SECTION 2.9 PROJECTING SIGNS
SECTION 2.10 PROJECTING SIGNS; CLEAR VISION AREA
SECTION 2.11 DIRECTIONAL SIGNS

SECTION 2.12 ROOF SIGNS
Roof Signs are prohibited. Signs may not extend above the roofline, eave, or parapet wall of the building to which they are attached.

SECTION 2.13 BILLBOARDS

ARTICLE 3: TEMPORARY AND SPECIAL SIGNS
ARTICLE 4: EXEMPT SIGNS
ARTICLE 5: PROCEDURE
ARTICLE 6: MAINTENANCE AND ENFORCEMENT
ARTICLE 7: VARIANCE
ARTICLE 8: APPEALS



ORDINANCE NO. 772

AN ORDINANCE AMENDING ORDINANCE NO. 697, [AN ORDINANCE REGULATING THE PLACEMENT, SIZE, AND TYPES OF SIGNS DISPLAYED ON BUILDINGS AND PREMISES WITHIN THE CITY OF MADRAS...], AND DECLARING AN EMERGENCY.

WHEREAS, the Madras Redevelopment Commission has established a goal to enhance the existing downtown and existing and emerging commercial areas to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district; and

WHEREAS, in order to help accomplish this goal, the Madras Redevelopment Commission hired a consultant; and

WHEREAS, a Legislative Amendment was initiated by the City Planning Commission at the request of the Madras Redevelopment Commission to consider changes to the downtown commercial area, which included amendments to the City Sign Ordinance; and

WHEREAS, the City Planning Commission, held public hearings on February 1, 2006 and on February 15, 2006, to consider the proposed amendments and accept comments from the public; and

WHEREAS, the City Planning Commission, after considering all written comments and testimony from the public, deliberated the matter fully and voted to forward a recommendation to the City Council that the Council approve proposed amendments to City Ordinance No. 697; and

WHEREAS, the Madras City Council held a public hearing on May 9, 2006 to consider the proposed amendments, and accept testimony from the public; and

WHEREAS, the City Council, after hearing the staff report, and considering all written comments and oral testimony from the public, closed the public hearing and continued their deliberations to the June 13, 2006 City Council meeting; and

WHEREAS, the City Council, on June 13, 2006, deliberated the matter fully and accepted staff's recommendations for amendments to City Ordinance No. 697.

NOW, THEREFORE, the City of Madras ordains as follows:

1) AUTHORIZED AMENDMENTS

The City Council hereby authorizes staff to make the following changes to Ordinance No. 697:

► **Article 1, Introductory Provisions, Section 1.5, Definitions**

Construction Sign:

The definition now reads:

A sign identifying individuals or companies involved in design, construction, wrecking, financing, or development when placed upon the premises where work is under construction but only for the duration of construction or wrecking.

It shall be changed to read as follows:

A sign identifying individuals or companies involved in design, construction, wrecking, financing, or development when placed upon the premises where work is under construction but only for the duration of construction or demolition.

Freestanding Sign:

The definition now reads:

A freestanding sign is an on-premise sign supported by one or more uprights or braces in the ground and detached from any building or structure.

It shall be changed to read as follows:

A freestanding sign is an on-premise sign supported by one or more uprights or braces in the ground and detached from any building or structure. Freestanding signs include, but are not limited to, monument signs and pole signs.

Monument Sign:

The definition of a "monument sign" shall be added

A low profile freestanding sign which has a solid base at ground level that is equal to or greater than the width of the sign face, and which has no separation between the base and sign. A monument sign shall not exceed eight feet in height from ground level, including the base.

Pole Sign:

The definition of a "pole sign" shall be added

A sign that is mounted on a freestanding pole(s) or other support so that the bottom edge of the sign face is clearly visible above grade.

► **Article 2, Basic Provisions, Section 2.7, On-Premise Signs, shall be changed to read as follows:**

On-premise signs in the commercial and industrial zones of the City shall be reviewed by the Planning Commission and shall be restricted to the standards in this section.

- A. The total perimeter area of a combination of signs may not exceed three-hundred (300) square feet. Unless otherwise prohibited by this section, the maximum perimeter area shall be one-hundred fifty (150) square feet for any individual sign.
- B. Freestanding signs in commercial and industrial zones are subject to the following restrictions.

FREESTANDING SIGNS				
ZONE	TYPE ALLOWED	NUMBER ALLOWED	MAXIMUM SIZE	MAXIMUM HEIGHT
C-1	Pole or Monument	1 *	150 sq. ft.	20 ft.
C-2	Monument	1 *	32 sq. ft.	8 ft.
C-3	Pole or Monument	1 *	40 sq. ft.	20 ft.
NC	Pole or Monument	1 *	32 sq. ft.	20 ft.
Industrial	Pole or Monument	1 *	150 sq. ft.	35 ft.

* One freestanding sign shall be allowed per business premise except as allowed by Section 2.7 (C) and Section 2.7 (D), below.

- C. Business premises with frontages on two one-way streets can have two (2) freestanding signs, one for each direction on opposing one way streets. A business mall shall be considered a single business for purpose of this section.
- D. If a business has more than one (1) frontage along traffic flows of opposite direction, the business may have one freestanding sign, for each direction of traffic flow.

- E. Building Signs - Each business shall be entitled to have two (2) square feet of flush mounted or wall sign area per -- lineal foot -- width of the building's dominant façade, with a maximum of one-hundred fifty (150) square feet of signs or six percent (6%) of the linear measurement of the building's dominant façade, whichever is more.
- F. Franchise Signs - Upon proof by a franchise business operator that display of a franchise sign is a necessary prerequisite to operation of the business of the franchise, and upon review and approval of the City Planning Commission, a franchise business operator may obtain an appropriate exception from application of this ordinance.

► **Article 2, Basic Provisions, Section 2.12, Roof Signs, shall be changed to read as follows:**

Roof signs are prohibited. Signs may not extend above the roofline, eave, or parapet wall of the building to which they are attached.

2) **FINDINGS OF FACT**

The City Council hereby adopts the "Findings of Fact" attached hereto as Exhibit "A" and incorporated herein by this reference.

3) **SEVERABILITY**

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

4) **AMENDMENT**

This ordinance may be amended or repealed as provided by law.

5) **CORRECTIONS**

This ordinance may be corrected by order of the City Council to cure editorial and clerical errors.

6) **EMERGENCY CLAUSE**


The City Council of the City of Madras, having reviewed the Comprehensive Plan of the City of Madras, and the need for enactment of ordinances to regulate land use within the City does hereby determine that this ordinance is necessary for the immediate preservation of the public peace, health and safety of the citizens of the City of Madras and an emergency is hereby declared to exist, and this Ordinance shall become in full force and effect from and after the date it is enacted and signed by the Mayor.

ADOPTED by the City Council of the City of Madras this 25th day of July, 2006.

Ayes: 4
Nays: 1
Abstentions: 0
Absent: 1
Vacancies: 0


Frank E. Morton, Mayor

ATTEST:


Karen J. Coleman, City Recorder

**CITY OF MADRAS
FINDINGS AND RECOMMENDATION**

REQUEST: Amend City of Madras Comprehensive Plan text as proposed in Exhibit A; amend the City of Madras Zoning Ordinance (Ordinance 723) text as proposed in Exhibit B; and amend the City of Madras Sign Ordinance (Ordinance 697) as proposed in Exhibit C. The City of Madras Comprehensive Plan and Zoning Map is proposed to be amended as shown in Figure 1. The primary focus of the proposed amendments is to create and apply two new commercial designations (Downtown Commercial (C-2) and Corridor Commercial (C-3)) and modify the standards of the existing C-1 designation. The amendments also include proposed changes to the parking and signage standards, which would be applicable to all zones within City.

FILE NUMBER: RZ -05-6, PA-05-2 and TA 05-2

APPLICANT: This is a Legislative Amendment initiated by the City of Madras Planning Commission at the request of the Madras Redevelopment Commission

OWNER: Proposed amendments primarily impact property within the existing C-1 designation; however, if adopted, some of the proposed amendments will affect property citywide.

DATE: May 1, 2006

APPLICABLE ORDINANCE PROVISIONS

1. Madras Development Code, Chapter 8 Development Regulations, Article 9 –
Administrative Provisions
- **Section 9.28 Proposed Amendments**
2. Madras Urban Area Comprehensive Plan
- **Major Revisions (Legislative), A through G**

EXHIBITS

Figure 1 Proposed amendments to City of Madras Comprehensive Plan and Zoning Map

- | | |
|-----------|--|
| Exhibit A | Proposed amendments to the City of Madras Comprehensive Plan (revised thru Periodic Review acknowledged by DLCD June 20, 2003) |
| Exhibit B | Proposed amendments to the City of Madras Zoning Ordinance (Ordinance No. 723 adopted on February 8, 2005) |
| Exhibit C | Proposed amendments to the City of Madras Sign Ordinance (Ordinance 697) |

The proposed text amendments are shown in Exhibits A through C. Proposed new text is shown in double-underlined, and text proposed for deletion is shown in strikethrough.

FINDINGS OF FACT

1. **Location:** Proposed amendments primarily impact property within the existing C-1 designation; however, if adopted, some of the proposed amendments will affect property citywide.
2. **Zone, Map and Comprehensive Plan Designation:** The proposed amendments to ~~the Comprehensive Plan and to Section 2.4 (Establishment of Zoning Districts and~~ Overlay Designations) and Section 3.5 (Commercial) of the Zoning Ordinance primarily impact property within the existing C-1 designation. The proposed amendments to Section 4.4 (Off-Street Parking and Loading), Section 4.5 (Off-Street Parking), Section 4.6 (Design and Improvement Standards for Parking Lots), and Section 4.7 (Bicycle Parking) of the Zoning Ordinance and to the Sign Code will affect property citywide.
3. **Description:** The City has been looking for ways to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the MRC hired Angelo Eaton & Associates (AEA) to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for the Commercial Area within the Urban Renewal District (Phase 1) and subsequent Comprehensive Plan and Zoning Ordinance amendments (Phase 2).

The Phase 1 Audit focused on the commercial area (zoned C-1) within the Urban Renewal District. It provided clear understanding of how the current plan and ordinance language defines the existing commercial district and how it has the potential to contribute, or detract, from a vibrant downtown commercial district. Similarly, the Comprehensive Plan was examined to see if existing goals match the community's objectives and expectations for a downtown district. As a first step, AEA reviewed the City's major land use documents to identify opportunities and constraints for implementing the goal of creating a vibrant and successful commercial district.

4. **Proposal:** Amend City of Madras Comprehensive Plan text as proposed in Exhibit A; amend the City of Madras Zoning Ordinance (Ordinance 723) text as proposed in Exhibit B; and amend the City of Madras Sign Ordinance (Ordinance 697) as proposed in Exhibit C. The City of Madras Comprehensive Plan and Zoning Map is proposed to be amended as shown in Figure 1.

5. **Agency and Neighbor comments.** See below for a description of the public involvement efforts to date.

CONCLUSIONARY FINDINGS:

SECTION 9.28: PROPOSED AMENDMENTS - The City Council shall hold a public hearing on all changes to the Comprehensive Plan, zoning ordinance text and plan/zone map. All proposed amendments shall be processed in accordance with the public hearing procedures under Section 9.6 of this Ordinance. Text and map amendments shall also be submitted to the Department of Land Conservation and Development forty-five (45) days prior to the date set for final action except as provided for under ORS 197.610.

FINDING: The Madras Planning Commission must first hold a public hearing to consider a recommendation to the City Council; after receiving the Planning Commission's recommendation, the City Council shall schedule a public hearing to take testimony on the request. Notice of the proposed amendments was sent to Department of Land Conservation and Development on December 9, 2005, which is 54 days prior to the date of the first evidentiary hearing on February 1, 2006.

MAJOR REVISIONS (LEGISLATIVE)

A major revision to this Plan is defined as a policy making change in the text or plan map that will have widespread and significant impact through the planning area. The proposed change will be considered as a legislative action and will require the following procedure:

FINDING: The proposed amendments represent a major policy change that will impact all of the properties within the existing C-1 zone, but most significantly those areas that are proposed to be re-designated C-2 (Downtown Commercial) or C-3 (Corridor Commercial) as shown on Figure 1. In addition, the changes to the parking standards and sign ordinance affect a wider area including all areas within the City of Madras.

A. *The City Council or Planning Commission may initiate the proposed change.*

FINDING: The proposed amendments have been initiated by the Planning Commission at the request of the Madras Redevelopment Commission (MRC).

B. *The adopted citizen and agency involvement programs shall be utilized to stimulate the public interest and participation in the amendment process.*

Community involvement efforts have been utilized to stimulate the public interest and participation in the amendment process. In April 2005, AEA staff conducted a series of ten stakeholder interviews with business and property owners to gain additional insight into the issues and opportunities facing commercial development in the City of Madras. Based on the document review and stakeholder interviews, AEA completed an initial Phase 1 code audit and provided a summary of the preliminary findings to the MRC in a memo dated June 13, 2005. AEA staff then attended the MRC meeting on June 21, 2005 to present the findings and discuss several questions that were highlighted in the memo. The input from that meeting was incorporated into the Audit. AEA staff then facilitated a joint work session with the MRC and

the Madras Planning Commission on August 2, 2005. The purpose of the worksession was to share the draft findings and get additional input before preparing the final draft of the Audit. At the request of the MRC, the final Audit was presented to the Planning Commission on September 7, 2005 for their review and concurrence. At that meeting, the Planning Commission generally concurred with the concepts presented in the Audit, and suggested that the MRC should proceed with the second phase of the project.

As an initial step in Phase 2, AEA staff prepared a preliminary draft of specific amendments to the plan and code language that would be needed to implement the recommendations of the Audit including dividing the land currently zoned C-1 into three distinct zones as shown on the attached map. The MRC met on October 18, 2005 to review these proposed changes with AEA staff. The purpose of the October 18th worksession was to provide the MRC with an opportunity to review the preliminary draft amendments to the City's Comprehensive Plan (Exhibit A), Zoning Ordinance (Exhibit B) and Sign Ordinance (Exhibit C) and provide any initial changes and to discuss the public/stakeholder review process. The MRC suggested that some minor changes be made to the proposed amendments. These changes are captured in a Revised Draft. The MRC and Planning Commission then met on November 15, 2005 in a joint worksession to review the draft proposed amendments in more detail and provide comments.

C. *A public hearing shall be conducted by the Planning Commission.*

FINDING: The Madras Planning Commission held public hearings on February 1, 2006 and February 15, 2006..

D. *At least 21 days notice to the public of the hearing shall be published in a local newspaper of general circulation.*

FINDING: Notice was published in the Madras Pioneer newspaper 22 days in advance of the public hearing, beginning on January 11, 2006.

E. *In order to submit a favorable recommendation for the proposed change to the City Council, the Planning Commission shall establish the compelling reasons and make a finding of fact for the proposed change. These include:*

1. *The proposed change will be in conformance with statewide planning goals.*
2. *There is a demonstrated need for the proposed change.*

FINDING:

Conformance with statewide planning goals. Statewide planning goals 1, 2, 5, 7, 9, 10, 11, 12, 13 and 14 are applicable to the proposed amendments. Conformance with these goals is addressed below.

1. CITIZEN INVOLVEMENT Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." As noted above, preparation of the proposed amendments included numerous opportunities for public involvement and outreach. As required by Measure 56, a Measure 56 notice was sent to all affected property owners on January 11, 22 days prior to the Planning Commission public hearing. The proposed amendments are in conformance with Goal 1.

2. LAND USE PLANNING Goal 2 says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It also requires that plans be reviewed periodically and amended as needed. As proposed, the comprehensive plan amendments will modify the city's policies as follows:

- The Economics section of Section II, Inventories, has been amended to reflect the current planning effort. An overall update of the population and employment information in the Comprehensive Plan would be helpful, but is outside the scope of this project.
- Section IV, Land Use Element was amended to include background information about the proposed new commercial land use categories. In particular, the Background for Land Use Category Decisions section has been updated to amend the Corridor Commercial (C-1) district and to add the two proposed new commercial zoning districts: Downtown Commercial (C-2) and Community Commercial (C-3).
- Additionally, descriptions of the Planned Development (R-3) and Airport Development (AD), and Airport Overlay (AO) designations, which were not previously included, have been added to the Comprehensive Plan. These proposed descriptions are based on the Purpose statements in the Zoning Ordinance.

These amendments to the comprehensive plan will be implemented by the proposed amendments to the implementation ordinances. The proposed amendments are in conformance with Goal 2.

5. OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. The proposed amendments may apply to lands within the city which include Goal 5 resources; however, the proposed amendments do not modify the city's existing regulations for natural resources. The proposed amendments are in conformance with Goal 5.

7. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there. The proposed amendments apply to lands within the city which include areas subject to natural disasters and hazards (e.g., designated floodplains); however, the proposed amendments do not modify the city's existing regulations for development within floodplains or other natural hazards. The proposed amendments are in conformance with Goal 7.

9. ECONOMY OF THE STATE Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs. Some land currently zoned C-1 will be rezoned to C-2 or C-3; however, the proposed amendments will not result in a change in the total amount or location of commercial land available within the city. The proposed amendments are intended to enable the city to better manage commercial development within the commercial designations. The proposed amendments are in conformance with Goal 9.

10. HOUSING This goal specifies that each city must plan for and accommodate needed

housing types, such as multifamily and manufactured housing. The existing standards allow residential uses to occur within the commercial zone as part of vertical mixed use projects. The proposed amendments will allow residential uses to occur within the commercial zones as part of both vertical and horizontal mixed use projects. This change may provide some additional opportunities for needed housing types such as multifamily. The proposed amendments are in conformance with Goal 10.

11. PUBLIC FACILITIES AND SERVICES Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The proposed amendments will not result in a change in the total amount or location of commercial land available within the city; however, they are intended to enable the city to better manage commercial development within the commercial designations. By encouraging compact urban form, infill and the redevelopment of underutilized commercial lands the proposed amendments support the efficient use of public services. The proposed amendments are in conformance with Goal 11.

12. TRANSPORTATION The goal aims to provide "a safe, convenient and economic transportation system." The proposed amendments, by encouraging mixed use development and compact urban form, support efficient use of the transportation system and provide for an improved pedestrian environment. The proposed amendments are in conformance with Goal 12.

13. ENERGY Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles." The proposed amendments, by encouraging mixed use development and compact urban form, support the conservation of energy. The proposed amendments are in conformance with Goal 13.

14. URBANIZATION This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. Some land currently zoned C-1 will be rezoned to C-2 or C-3; however, the proposed amendments will not result in a change in the total amount or location of commercial land available within the city. The proposed amendments are intended to enable the city to better manage commercial development within the commercial designations. No expansion of the urban growth boundary will be necessitated by the proposed amendments. The proposed amendments are in conformance with Goal 14.

Demonstrated Need for the Proposed Change

Overall, the proposed amendments are intended to enable the city to better manage commercial development within lands designated for commercial use in order to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. The rationale for the proposed amendments is summarized below.

Proposed Comprehensive Plan Amendments (see Exhibit A)

- The Economics section of Section II, Inventories, has been amended to reflect the current planning effort.

- The City's existing comprehensive plan and zoning ordinance includes two commercial zones: Commercial (C-1) and Neighborhood Commercial (N-C). Almost all of the commercial land in the City, and all of the commercial land within the Urban Renewal District, is currently zoned (C-1). In response to what was heard during the stakeholder interviews, and consistent with the *Draft Urban Revitalization Action Plan*, three new designations are recommended to correspond to the unique characteristics of commercial areas within the City. Section IV, Land Use Element was amended to include background information about the proposed new commercial land use categories. In particular, the Background for Land Use Category Decisions section has been updated to amend the Corridor Commercial (C-1) district and to add the two proposed new commercial zoning districts: Downtown Commercial (C-2) and Community Commercial (C-3).
- Additionally, descriptions of the Planned Development (R-3) and Airport Development (A/D), and Airport Overlay (AO) designations, which were not previously included, have been added to the Comprehensive Plan. These proposed descriptions are based on the Purpose statements in the Zoning Ordinance.

Proposed Zoning Ordinance Amendments (see Exhibit B)

- Section 2.4, Establishment of Zoning Districts and Overly Designations, of Article 2, Basic Provisions, has been updated to amend the name of the C-1 district and include the two proposed new zoning districts (C-2 and C-3).
- The heading of Section 3.5, Commercial, has been changed to make it a general heading for all commercial districts. Similarly, the heading change proposed for Section 3.5.1 is needed to resolve a hierarchy problem.
- The proposed amendments to Section A, Uses, of Section 3.5.1 would replace the existing use list with Table 3.5-1. The new introductory text clarifies the terms used in the table and provides cross references to the existing Similar Use Determination provisions in Section 8-12.9.27 and Conditional Use provisions in Article 6. The new introduction clarifies that Site Plan Approval will be required for all uses. Changes to the list of uses include:
 - Eliminating redundancy
 - Clarifying terminology
 - Prohibiting eating and drinking establishments with drive up windows in the Downtown, but allowing other types of uses with drive up windows (e.g., banks) with some restrictions.
 - Creating a distinction between retail trade and services that are vehicle-oriented and those that are not and prohibiting vehicle oriented uses in the downtown.
 - Creating a broader "light manufacturing" category, and allowing manufacturing only in conjunction with retail.
 - Creating a distinct category for bakeries and similar food processing, where goods are to be sold primarily on-site and to the general public.
 - Adding additional civic uses to the list.
 - Creating a new category for mixed-use developments (commercial/residential) with standards to allow residential either above or behind commercial.

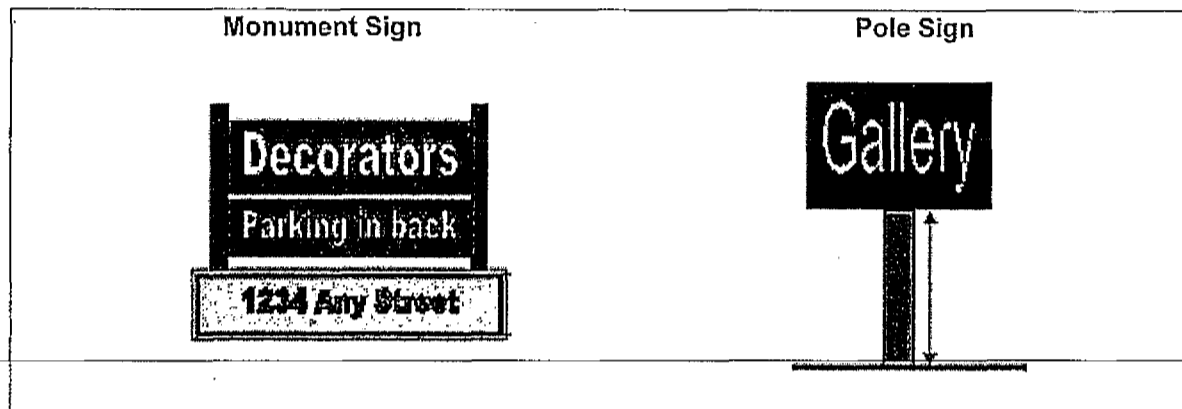
- Section 3.5.1.B currently includes Large Retail Structures Development Standards. These are proposed to be moved to footnote 5 of Table 3.5-1 and Planning Commission review for developments of greater than 30,000 sq. ft. is addressed in Section O3. The proposed code includes new language in Section B for Mixed Use Residential, with special use standards for mixed use residential developments.
 - Temporary uses have been noted in Section C, Temporary Uses, of Section 3.5.1 as permitted uses in each of the zones subject to the standards of this section. In addition, the numbering has been updated for consistency.
 - Recreational vehicle parks have been noted in Table 3.5-1 as a conditional use in the C-1 zone. The existing special use standards for recreational vehicle parks have been moved to Section D, Recreation Vehicle Parks, of Section 3.5.1 for organizational consistency.
 - Section E, Area Requirements, of Section 3.5.1 has been renumbered.
 - New text in Section F, Setback Requirements, of Section 3.5.1 clarifies that the ten-foot setback from residential property applies only to the commercial lot lines that directly abut residentially zoned parcels. The new Subsection 2 establishes a maximum front setback for the downtown.
-
- Section G, Height of Building, of Section 3.5.1 has been renumbered. Proposed new text in Subsection 2 imposes a minimum building height standard of 20 feet in the C-2 zone to enhance the streetscape in the downtown.
 - Section H (Parking Regulations), I (Sanitation Regulations), J (Water Regulations), K (Floodplain), and L (Lighting) of Section 3.5.1 have been renumbered. For consistency, the prohibited uses listed in the former Section L, Uses Prohibited in the Commercial Zone, are now listed in Table 3.5-1 as prohibited.
 - Section M, Outdoor Storage, of Section 3.5.1 has been moved from Section 6, Standards for Buildings Greater than 30,000 Gross Square Feet. These standards, which address the screening and location of outdoor storage areas and service facilities (e.g., trash compaction), have been made applicable to all buildings in the C-1, C-2 and C-3 zones.
 - Section N, Landscaping and Screening, has been renumbered. For clarity, the text in Subsection 1, which had been part of Section 4, has been pulled out as its own section. Subsection 3 has been updated to refer to C-2 and to clarify that the applicant may provide other amenities in substitution for site landscaping. The numbering and hierarchy of Section N has been modified to clarify that standards 6 – 9 are applicable to all landscaping, not just landscaping within parking lots.
 - Section O, Design Review, of Section 3.5.1 has been significantly modified.
 - The proposed amendments to Subsections 1 and 2 expand applicability of the Design Standards and establish new, more stringent threshold for compliance with the Design Standards for the C-2 zone (Downtown).
 - New text in Subsection 3 clarifies its relationship to Site Plan Approval requirements and requires Planning Commission review for projects over 30,000 square feet. Additional text has been added to describe the flexibility in the standards.

- Changes to Subsection 4 are intended to remove redundancy with the City's existing Site Plan Approval process.
 - Subsection 5, which, as proposed, would be applicable to all buildings, not just those less than 30,000 square feet. New language would require that a minimum of 3 to 4 of the listed architectural features be incorporated into new buildings and additional standards for pedestrian walkways and street connectivity have been moved from Subsection 6. Standards for exterior finish materials and weather protection have been added to for buildings in the C-2 (downtown) zone. New language in Section 5g, Building Materials, would prohibit certain types of siding in the downtown. New standards for drive-through/drive-up facilities have also been added. Language in Section 5b(i), Architectural Unity, which was redundant to the applicability language in Section O1, has been clarified.
 - As proposed the Design Standards in Subsection 6, Standards for buildings over 30,000 sq. ft., would be applicable in addition to the standards in Section 5 and, in the case of a conflict the most restrictive would prevail. A number of standards have been moved from Subsection 6 to Subsection 5; with this change these standards will be applicable to all new commercial development, not just that over 30,000 square feet. The five (5) percent required landscaping in Section 6b(viii)(b), Landscaping, which is less than the 7% currently required in C-1, has been deleted.
- Section 3.5.2, Neighborhood Commercial (NC), would be renumbered for consistency. No other changes are proposed.
 - Section 4.4, Off-Street Parking and Loading, Section 4.5, Off-Street Parking, Section 4.6 Design and Improvement Standards for Parking Lots, and Section 4.7, Parking Table and Diagram, have been reorganized and some substantive changes are proposed as well.
 - Section 4.4 and Section 4.5 have been switched and the more specific requirements have been moved to Section 4.5.
 - New text in Section 4.5, Off-Street Parking, Subsection (A), Amount Required, clarifies the requirements in Table 4.5.1. Text was moved from Section 4.4 to Section 4.5 and new language was added that is intended to encourage shared parking and to allow more flexibility where hours of operation overlap but peak demand is staggered. A new on-street parking credit would be allowed in C-2 and C-3 only. A new phrase was added to allow flexibility should the City establish municipal parking lots.
 - A new Table 4.5-1 uses the more common "spaces per 1,000" instead of per 100. The mean and range columns are not used and have been deleted. Some additional reductions in the amount of required parking are also proposed as shown in highlight/strikeout.
 - Section 4.6 includes some text that was moved from Section 4.7.
 - Section 4.7 has been amended and is now limited to Bicycle Parking. The amount of reduction in off-street parking allowed in exchange for providing additional bicycle parking has been clarified.

Proposed Sign Ordinance Amendments (see Exhibit C)

- Section 1.5, Definitions, has been amended to modify one definition and add two new definitions.

- The definition of "Freestanding Sign" has been modified to clarify that both pole signs and monument signs are types of freestanding signs.
- A definition of "Monument Sign" has been added. The proposed changes would allow monument signs in all commercial and industrial zones.
- A definition of "Pole Sign" has been added. As proposed, new pole signs would be prohibited in the Downtown Commercial (C-2) zone.



- Section 2.7, On-Premise Signs, includes proposed new standards for freestanding signs (pole and monument signs) that would be more restrictive in all of the commercial zones, especially downtown where new pole signs are proposed to be prohibited.
- Section 2.12, Roof Signs, includes new text intended to clarify that projecting signs cannot extend above the roofline.

F. The City Council, upon receipt of the Planning Commission recommendation, may adopt, reject, or modify the recommendations or may conduct a second public hearing on the proposed change.

FINDING: The Planning Commission recommended approval of all of the proposed changes to the Comprehensive Plan text, to the Madras Development Code and the Sign Ordinance. The Planning Commission recommended that the proposed changes to the Comprehensive Plan and Zone Map be amended such that the new Downtown Commercial (C-2) zones boundary start at 'B' Street instead of Willow Creek. The City Council has scheduled a public hearing for May 9, 2006.

G. In all proposed amendment actions, the City Council must make the final decision to adopt or deny the proposed change.

FINDING: After holding a public hearing to take testimony on the request, the City Council shall make a final decision to adopt or deny the proposed change.

RECOMMENDATION

The Planning Commission concludes that the proposed amendments satisfy the criteria set forth in the Comprehensive Plan. Amending the comprehensive plan and zoning ordinance text and maps and sign ordinance text as proposed would help the city to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district.

The Planning Commission also concludes that statewide planning goals 1, 2, 5, 7, 9, 10, 11, 12, 13 and 14 apply to the proposal and that, as described in the Findings above, the proposed amendments are consistent with the applicable statewide planning goals.

Finally, the Planning Commission concludes that the proposed amendments to the comprehensive plan and implementing ordinances are needed to enable the city to better manage commercial development within lands designated for commercial use and would encourage a compact urban form, infill and the redevelopment of underutilized commercial lands.

The Planning Commission recommends to the City Council approving the proposed amendments, as modified with the zone boundary for the Downtown Commercial (C-2) zone boundary being 'B' Street and not Willow Creek.

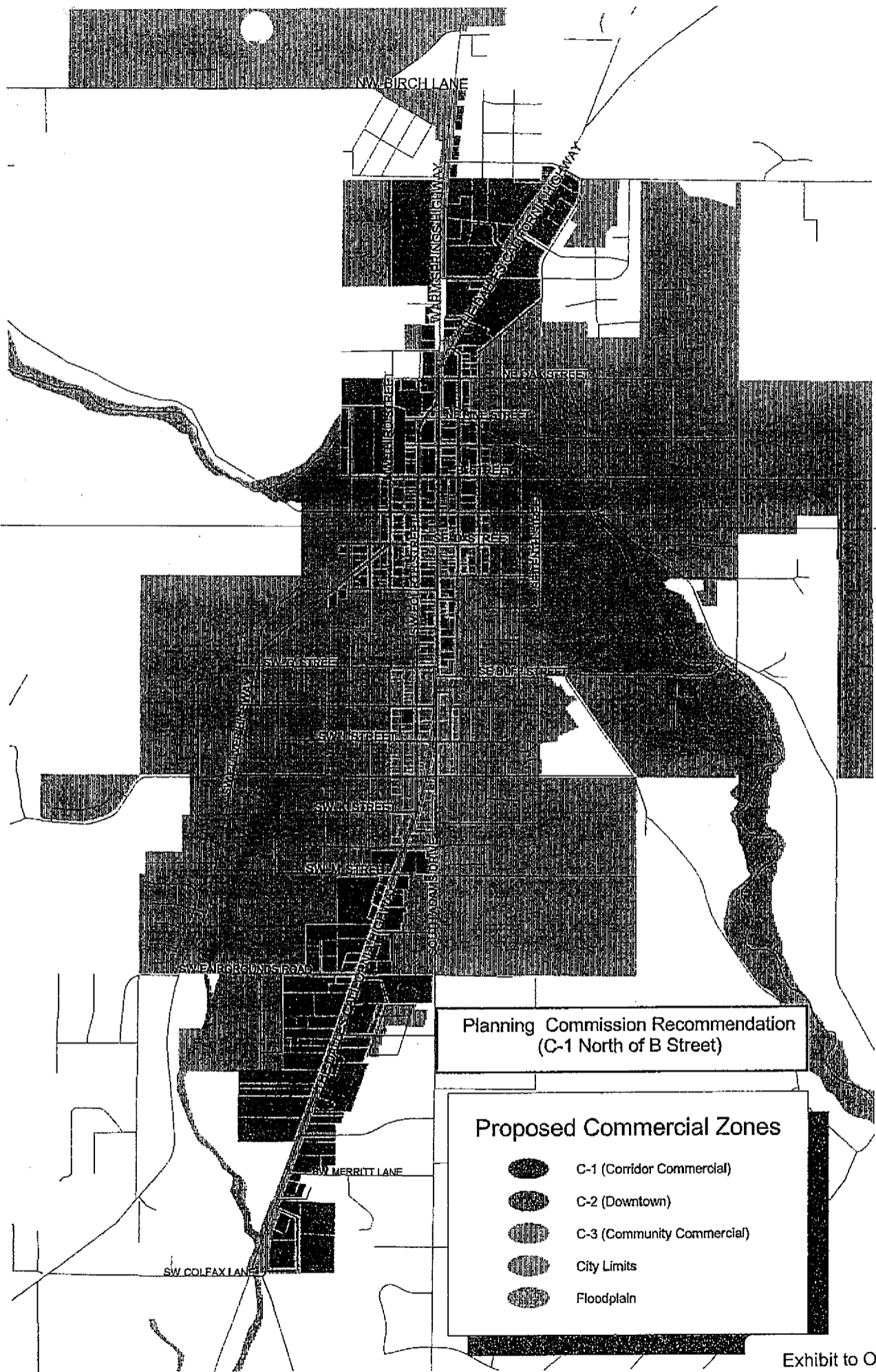


Exhibit to Ordinance No. 772

Proposed Comprehensive Plan Amendments
Exhibit A - Page 1

SECTION II INVENTORIES

BACKGROUND INFORMATION

HISTORY

PHYSICAL CHARACTERISTICS

SOCIAL CHARACTERISTICS

Recreation:

Economics:

The City of Madras serves as the regional shopping center for all of Jefferson County. Commercial activity is conducted both within the existing city limits and in the surrounding lands adjacent to the city limits. The main commercial activity is conducted along the two main streets of the City which stretch out over two miles. There are various types of commercial and industrial activity carried on within these boundaries. In 2005 the City undertook a comprehensive look at the different characteristics of commercial areas within the City. This planning process resulted in new commercial standards for three distinct commercial districts.

Specific economic data concerning the City is not available, however, data for all of Jefferson County is. Because of the economic interrelationship of the jurisdiction, this data is presented to give an overview of the economic conditions of the City.

In 1976, a committee was formed to develop an Overall Economic Development Plan. The project was finalized and formally adopted on June 29, 1977, by the Jefferson County Court. The following economic information was taken from that report.

Population:

PUBLIC FACILITIES:

TRANSPORTATION:

ENERGY:

URBANIZATION:

COMPREHENSIVE PLAN ADDENDUM NO. 1 ADOPTED BY ORDINANCE NO. 382, NOVEMBER 13, 1979

SECTION IV LAND USE ELEMENT

The Land Use Element of the Comprehensive Plan is perhaps the most important portion of the Plan. This element allocates the uses of the land resources within the planning area and describes uses allowed within each designation. These are formal policy statements intended to assist in achieving the goals, objectives, and other policies of the Plan.

GENERAL DISCUSSION

The City of Madras is responsible for planning the area inside the city limits. Planning designations for the area within the Urban Growth Boundary is a mutual and cooperative agreement between the City and Jefferson County. Jefferson County is responsible for planning and implementing their ordinance in areas outside the city limits. Specifically, for areas outside the city limits but inside the designated Urban Growth Boundary, the County is expected to administer the Plan as adopted by the City.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 2

The Land Use element designates six ten basic land use categories and three overlay designations. The intent is to simplify administration and implementation of the Plan. The land use categories are:

R-1	Single-Family Residential
R-2	Multi-Family Residential
R-3	<u>Planned Development</u>
C-1	<u>Corridor Commercial</u>
C-2	<u>Downtown Commercial</u>
C-3	<u>Community Commercial</u>
NC	Neighborhood Commercial
I	Industrial
O/S	Open Space
A/D	<u>Airport Development</u>
FH	<u>Floodplain Overlay</u>
M/O	Medical Overlay
AO	Airport Overlay

BACKGROUND FOR LAND USE CATEGORY DECISIONS

The City of Madras first implemented a zoning ordinance in 1947 and revised it in 1964, designating six land use zones including two commercial and two industrial. The concept of this Plan is to ease administration and implementation. The land use categories were derived by first reviewing the existing land use patterns of the City in the planning area and inventory of the buildable lands within the City. Then areas of special hazards such as floodplain and areas of natural resources, which the City desired to preserve and maintain were reviewed. Finally, the planning area residents discussed alternative future growth patterns.

The Land Use Plan Map was then developed by first designating the special hazard areas. The next step involved designating open space areas for parks and areas, which the City wishes to preserve. Commercial land use area was then considered and future needs for commercial activity were projected. It was noted that there is very little commercial land yet undeveloped within the existing city limits and therefore additional commercial lands were designated within the Urban Growth Boundary. Industrial lands surrounding the City were reviewed and it was noted the industrial park is inside the Urban Growth Boundary with suitable lands available for significant development. The existing light industrial area within the City also allows for substantial development, therefore, no further industrial lands were designated. Existing residential uses were then reviewed and it was noted in reviewing the existing Land Use Map of the City that there are approximately 480 lots still vacant within the City. Therefore, there is room for substantial growth within the City as well as within the Urban Growth Boundary. The Plan designates two residential categories-- R-1 "Single-Family Residential" and R-2 "Multi-Family Residential". Minimum lot size requirements for R-1 "Single-Family Residential" shall be 7,500 square feet when the owner contemplates using both community water and sewer systems. Minimum lot size in the R-2 "Multi-Family Residential" zone shall be as outlined in the Zoning Ordinance.

After experiencing a period of rapid growth in the late 1990s and early 2000s, the City of Madras began to explore the possibility of expanding its Urban Growth Boundary (UGB) to accommodate planned growth. Expansion to the east is being considered based on the availability of public facilities (water, sewer collection and treatment, schools, recreation, roads) with sufficient capacity. At the same time, the City wanted to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the Madras Redevelopment Commission (MRC) hired a land use consultant to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for Commercial Area within the Urban Renewal District (Audit).

Proposed Comprehensive Plan Amendments
Exhibit A - Page 3

The Audit focused on commercial areas within the Urban Renewal District. Working with the underlying premise that commercial development along the corridor should not detract from a vibrant downtown commercial district, the Audit recorded the fact that there were three distinct types of commercial areas, each with unique characteristics. Completed in 2005, the final Audit recommendation included changes to the comprehensive plan, land use map, and zoning ordinance that define three distinct commercial districts: Corridor Commercial, Downtown Commercial, and Community Commercial.

- A. A general requirement for all residential land use categories is that any lot created after adoption of this Plan shall be served by a dedicated right-of-way. The Subdivision Ordinance shall establish minimum width and improvement standards of required rights-of-way. In order to provide a correlation between the Comprehensive Plan Text and the Comprehensive Plan Map, the following information regarding the establishment of land use categories is provided.

1. R-1 "Single-Family Residential"

2. R-2 "Multi-Family Residential"

3. R-3 "Planned Development"

Planned Development residential land use areas, as designated on the Comprehensive Plan Map, are intended to recognize and enhance areas of scenic quality and view amenities by allowing for flexibility in project design while providing for essential development standards. Within these areas development, which is sensitive to the natural topography of the site, minimizes alterations to the land, and maintains, enhances significant natural resources and is compatible with the surrounding development is encouraged.

34. C-1 "Corridor Commercial"

Corridor Commercial land use areas as designated on the Comprehensive Plan Map are provided for the stability and growth of the City's economic base. The Plan provides for additional Corridor Commercial land to supplement the existing commercial activities elsewhere in the City and to provide appropriate locations for auto-oriented uses. The additional C-1 commercial lands are located in close proximity to the existing commercial center of the City and to the North and South of the City's core commercial area, extending to the city limits. The problem with the designation of additional commercial lands along the transportation corridors is that it further complicates the already difficult strip-development situation, which has existed in Madras for a number of years. In reviewing the conceivable alternatives, however, it was noted that very few suitable alternatives exist and it was decided to continue with the existing development pattern. Within the Corridor Commercial areas, the City is committed to providing for auto-dependent and oriented uses while requiring reasonable development standards that will result in better urban design. Major commercial developments, including mobile-home parks, shall be reviewed by the City for compatibility and consistency with the goals and objections of this Plan. No minimum lot size is established, however, all future commercial land uses shall conform to the standards set forth in the Zoning Ordinance, including site plan review.

5. C-2 "Downtown Commercial"

The City has a strong commitment to foster a vibrant downtown. The C-2 Downtown Commercial designation is intended for commercial areas in and near the historic city center. New development in this district must be appropriate in scale and design to the existing downtown area. Private development and redevelopment and public improvements in the downtown district should enhance the pedestrian environment and provide a mix of uses and

Proposed Comprehensive Plan Amendments
Exhibit A - Page 4

services. Uses that are predominantly auto-dependent do not support these goals and are therefore, restricted in Downtown Commercial areas.

6. C-3 "Community Commercial"

This designation is suitable for areas that contain existing commercial businesses that are auto-oriented, but at a scale that is similar to businesses in the historic city center. Such areas include, but may not be limited to, the commercial area south of downtown. To recognize existing uses, areas designated as Community Commercial are intended to provide for a range of businesses and services that are consistent with the present urban scale of the area. The scale of future development should reflect the transition between downtown uses and Corridor Commercial. Auto-oriented uses are permitted in this district, but on smaller lots with limited parking.

47. NC "Neighborhood Commercial"

Neighborhood Commercial areas within a community provide logical locations for people to gather and create a local business center among residential areas. This provides for efficient use of land and urban services, encourages walking as an alternative to driving, provides more employment and housing options, and provides both formal and informal community gathering places.

58. I "Industrial"

Industrial land is provided in an area of existing industrial use within the City limits of Madras and within the Madras Industrial Park. Future industrial development shall be reviewed by both the City and County to establish compatibility and consistency with the goals and objectives of this Plan.

69. O/S "Open Space "

The Open Space land use category is designed to show lands within the planning area that are established parks or lands that are under public ownership with established public uses taking place.

10. A/D Airport Development

Airport Development land use areas, as designated on the Comprehensive Plan Map, are intended to provide land adjacent to the airport facilities for future commercial and industrial uses, which may be dependent on air transportation.

711. Floodplain

The Willow Creek Floodplain, as established by the Federal Insurance Administration, is shown on the Comprehensive Plan Map as an overlay. The underlying land use categories shall control types of land uses that take place. The Floodplain designation is to indicate the special construction techniques to be utilized in this area. The City's Floodplain Ordinance shall be consulted before specific building permits are issued for construction in the area.

812. MO "Medical Overlay"

To provide for the growth and development of hospitals, clinics, or related health care facilities or complexes within a committed community service area. This overlay encourages the development of the facilities in a controlled development framework; provides for a variety of uses that may co-depend and/or support hospitals, clinics, or related health care facilities; protect such areas from encroachment of incompatible land uses that may have an adverse impact on the operation and future expansion of hospitals, clinics, or related health care facilities; and allows existing uses within the overlay boundary to remain conforming to the underlying zoning district.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 5

13. AO "Airport Overlay"

This overlay designation is intended to prevent the establishment of air space obstructions in airport approaches and surrounding areas through height restrictions and other land use controls as deemed essential to protect the health, safety and welfare of the people of the City of Madras and Jefferson County.

ESTABLISHMENT OF URBAN GROWTH BOUNDARY AND URBANIZATION
URBAN GROWTH MANAGEMENT PLAN
AREAS OUTSIDE THE URBAN GROWTH BOUNDARY
ADMINISTRATIVE PROCEDURES

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 1

ARTICLE 1: INTRODUCTORY PROVISIONS
ARTICLE 2: BASIC PROVISIONS
SECTION 2.1: COMPLIANCE WITH ORDINANCE PROVISIONS
SECTION 2.2: ZONING APPLICATION
SECTION 2.3: TIME LIMIT ON A ZONING APPLICATION

SECTION 2.4: ESTABLISHMENT OF ZONING DISTRICTS AND OVERLAY DESIGNATIONS:
This ordinance hereby establishes the following land use zoning districts and overlay designations.
Overlay designations are subordinate to the primary zoning district. They are as follows:

ZONE	DESIGNATION
Single-family Residential	R-1
Multiple-family Residential	R-2
Planned Residential Development	R-3
<u>Corridor Commercial</u>	C-1
<u>Downtown Commercial</u>	C-2
<u>Community Commercial</u>	C-3
Neighborhood Commercial	NC
Industrial	I
Open Space	O/S
Airport Development	A/D

OVERLAY	DESIGNATION
Flood Hazard	FH
Medical Overlay	MO
Airport Overlay	AO

SECTION 2.5: LOCATION OF ZONES
SECTION 2.6: ZONING MAP
SECTION 2.7: ZONING DISTRICT BOUNDARIES
SECTION 2.8: ZONING OF ANNEXED AREAS
SECTION 2.9: CONFLICTING STANDARDS

ARTICLE 3: LAND USE ZONES

SECTION 3.1: SINGLE FAMILY RESIDENTIAL (R-1)
SECTION 3.2: MULTIPLE FAMILY RESIDENTIAL (R-2)
SECTION 3.3: MANUFACTURED HOMES - MANUFACTURED HOMES MEETING THE
FOLLOWING CRITERIA ARE ALLOWED AS A PERMITTED USE IN BOTH THE R-1 AND R-2 ZONES:
SECTION 3.4: PLANNED RESIDENTIAL DEVELOPMENT (R-3)

SECTION 3.5: COMMERCIAL (C-4)

SECTION 3.5.1 CORRIDOR COMMERCIAL (C-1), DOWNTOWN COMMERCIAL (C-2) AND
COMMUNITY COMMERCIAL (C-3)

A. PERMITTED USES.

1. Types of uses. For the purposes of this chapter, there are three types of uses:
 - (a) A permitted (P) use is a use which is permitted outright subject to site plan approval and to all of the applicable provisions of this title. If a use is not listed as a permitted use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 2

- (b) A conditional (C) use is a use the approval of which is at the discretion of the Planning Commission and subject to site plan approval. The approval process and criteria are set forth in 8-12.6. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.
- (c) A prohibited (X) use is one which is expressly prohibited in the zone. In addition, uses not specifically listed as permitted or conditional in Table 3.5-1 or deemed to be similar uses pursuant to Section 8-12.9.27 are also prohibited.
- 2. Use table. A list of permitted, conditional and prohibited uses in commercial zones is presented in Table 3.5-1.

(Subject to site plan review.)

- 1. Motels, hotels
- 2. Recreational vehicle parks (see Section 3.5.2) (Planning Commission Review)
- 3. Food stores.
- 4. Automobile/truck service stations (requirements in Article IV, Section 8-12.4.14 also apply).
- 5. Cafes and restaurants including drive-ins.
- 6. All commercial uses including retail stores, service establishments, professional and other office, recreational enterprises, financial institutions, hotels, and similar uses.
- 7. Telephone exchange, electrical substations, or public utilities; except for communication towers
- 8. Fire, police, or other governmental buildings.
- 9. Clubs and lodges.
- 10. Electrical, plumbing, heating or paint sales, service and repair.
- 11. Garage—automobile, light truck and trailer, or marine sales, rental storage, service and repair.
- 12. Laundry or dry cleaning.
- 13. Machine shop repair.
- 14. Manufacture of artificial limbs, dentures, hearing aides, surgical instruments, and dressings or other devices employed by the medical or dental profession.
- 15. Sign painting shop, sale or repair.
- 16. Churches
- 17. Storage Facility
- 18. Residential occupancy(ies) located above the ground floor (1st floor) of the commercial structure, provided there is an existing or proposed commercial use on the 1st floor of the structure.
- 19. Dwellings (existing and being lived in as of the adoption date of this ordinance revising this section) NO SITE PLAN REQUIRED FOR REPLACEMENT OR ADDITION TO THE EXISTING DWELLING, BUT A PLOT PLAN IS REQUIRED FOR LOCATION AND SETBACKS.
- 20. Veterinary clinics
- 21. Mortuary, crematorium

Table 3.5-1: Uses in the C-1, C-2 and C-3 Zones

<u>Uses</u>	<u>Corridor Commercial (C-1)</u>	<u>Downtown Commercial (C-2)</u>	<u>Community Commercial (C-3)</u>
Commercial			
<u>Clubs and lodges, similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Eating and drinking establishments, including drive-through/drive-ins (1)</u>	<u>P</u>	<u>X</u>	<u>C</u>
<u>Eating and drinking establishments, excluding drive-through/drive-ins</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Entertainment uses, including theaters, indoor amusement uses such as bowling alleys, and similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Office uses including medical and dental offices, clinics and laboratories</u>	<u>P</u>	<u>P</u>	<u>P</u>

*Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 3*

<u>Uses</u>	<u>Corridor Commercial (C-1)</u>	<u>Downtown Commercial (C-2)</u>	<u>Community Commercial (C-3)</u>
Retail trade and services, except vehicle-oriented	P/C (5)	P/C (5)	P/C (5)
Retail trade and services, vehicle-oriented (2)	P/C (5)	X	C (5)
Personal and professional services, including laundromats, dry cleaners, barber shops and salons, bank and financial institutions, and similar uses (1)	P	P	P
Motels, hotels	P	P	P
Recreational vehicle parks subject to Section 8-12.3.5.1(D)	C	X	X
Veterinary clinics (3)	C	X	C
Mortuary, crematorium	P	C	P
Commercial storage facilities (4)	C	X	X
Repair Services	P	C (6)	P
Light manufacture (e.g., small-scale crafts, electronic equipment, furniture, similar goods) when in conjunction with retail	C	C	C
Bakeries and similar food processing where goods are to be sold primarily on-site and to the general public	P	C	P
Bulk fuel facilities	X	X	X
Temporary Uses subject to Section 8-12.3.5.1(C)	P	P	P
Public and Institutional			
Fire, police, or other government buildings	P	P	P
Libraries, museums, community centers, concert halls and similar uses	P	P	P
Public parking lots and garages	P	P	P
Public parks and recreational facilities	P	P	P
Schools (public and private)	C	C	C
Utilities, public or private (except towers)	P	P	P
Churches and places of worship	P	P	P
Residential			
Mixed use residential subject to Section 8-12.3.5.1(B)	C	C	C
Dwellings (existing as of [date])	P	P	P

Notes:

- (1) Drive-through or drive-in facilities are subject to the standards in Section 8-12.3.5.1(O)5(i).
- (2) "Vehicle oriented retail trade and services" refers to those uses where automobiles and/or other motor vehicles are an integral part of the use, including, but not limited to, businesses that repair, sell, rent, store, or service automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, and similar vehicles and equipment. Those retail uses selling automobile parts and similar items are not considered vehicle oriented uses provided no vehicle servicing is conducted on-site.
- (3) Veterinary Clinics – Boarding of animals in conjunction with a veterinary clinic may be approved provided that the applicant can show that odor, dust, noise and drainage shall not constitute a nuisance, hazard, or health problem to adjoining property or uses. Fencing and/or vehicular access and loading restrictions may be required to protect surrounding properties.
- (4) Commercial storage facilities may include areas designed for the outdoor storage of boats, RVs and similar items provided the applicant can show that the facility will not create a nuisance to surrounding properties and uses. All commercial storage activities not conducted within an enclosed building shall be screened from view of all adjacent properties and adjacent streets by a sight obscuring fence, landscaping or similar means. The sight obscuring fence shall be subject to the provisions of Section 8-12.4.3
- (5) Retail structures over 30,000 square feet are subject to Conditional Use approval by the Planning Commission.
- (6) No outdoor repair activity is permitted. Repair services are permitted only when conducted entirely indoors.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 4

~~B. LARGE RETAIL STRUCTURES (Big Box) DEVELOPMENT STANDARDS (Planning Commission Review) shall comply with Section 8-12.3.5 (M).~~

B. MIXED USE RESIDENTIAL. Residential uses (multiple-family dwellings) shall be permitted only when part of a mixed use development (residential with commercial or public/institutional uses) and subject to the following standards:

1. "Vertical" mixed use (housing above the ground floor) and "horizontal" mixed use (housing on the ground floor) developments may be permitted.
2. Within horizontal mixed use developments, residential uses shall be located behind commercial uses relative to the front lot line.
3. Access to residential uses shall not occupy more than twenty (20) feet or ten (10) percent (whichever is more) of frontage along the front lot line.

C. TEMPORARY USES. These uses may be seasonal or year and are for such activities as: mobile food vendors and sales of sunglasses, housewares, toys, crafts, vegetables and fruit stands. All temporary use permits are for business activities that are not located in a permanent structure that is built on a fixed foundation and would be commonly referred to as a building. All temporary uses must comply with State of Oregon health regulations and evidence of compliance (i.e., copy of permit, County Health Department Certificates, etc.) must be provided to the City of Madras Community Development Department prior to issuance of a temporary use permit. The following requirements shall be met and complied with prior to starting of business. (Seasonal or Year-long Temporary Use application required).

1. Seasonal Temporary Uses. This type of temporary use (and Seasonal Temporary Use Permit) is for a duration of not more than three (3) months (i.e. 90 consecutive days). To be eligible for a Seasonal Temporary Use Permit, the following information must be provided and conditions met and adhered to:

- i. (a) The address and/or location where the Seasonal Temporary Use activity will occur.
- ii. (b) Property Owner's written authorization for the use of the property for the Seasonal Temporary Use.
- iii. (c) Duration of Temporary Use, including starting date and time, and ending date and time.
[Subsection C, Item 1, and Sub-Items i, ii, and iii, amended by Ordinance No. 734, Passed by Council on May 10, 2005.]

iv. (d) Hours of operation

v. (e) Obtain a Business License from the City of Madras prior to business operation.

vi. (f) The Temporary Use activity and all structures are to be removed from authorized site at least once each day and at all times when the activity is not open for business, except for a one-time exception not to exceed seven (7) consecutive days as specifically authorized by the (Community Development Director). For certain uniquely seasonal activities, like Christmas tree sales, 4th of July fireworks sales, the Community Development Director may allow a longer period.

[Sub-Item vi, added by Ordinance No. 734, Passed by Council on May 10, 2005.]

2. Year-long Temporary Uses. This type of use (and Year-long Temporary Use Permit) is required for any qualified Temporary Use activity that will exceed three (3) months (90 consecutive days) duration. The Temporary Use activity and all structures, buildings, vehicles and any other support structure or equipment must be removed from the property (location of selling product) every evening and be absent from the site for a period of not less than six (6) consecutive hours.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 5

The Year-long Temporary Use vendor must move around town and have a number of locations (no less than two) for the Temporary Use activity. No Year-long Temporary Use business activity can occur at the same location for more than 90 consecutive days without a 90 consecutive days absence from the same site before being allowed to return for another period not to exceed 90 consecutive days. To be eligible for a Year-long Temporary Use Permit, the following information must be provided and conditions met and adhered to:

~~[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]~~

~~i. (a) The address and/or location where the Year-long Temporary Use activity will occur.
[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]~~

~~ii. (b) Property owner's written authorization for the use of property for the Year-long Temporary Use.
[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]~~

~~iii. (c) Hours of operation~~

~~iv. (d) Duration of Year-long Temporary Use, including starting date and time, and ending date and time.~~

~~[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]~~

~~v. (e) Shall obtain a Business License from the City of Madras prior to conducting business.~~

~~vi. (f) All signage must comply with all state and local requirements.~~

~~[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]~~

~~vii. (g) No furniture (i.e., table and chairs), separate awnings, or tents are permitted.~~

~~[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]~~

3. Temporary Structures may be placed on a lot while constructing an office or building.

~~[Amended by Ordinance No. 734, Passed by Council on May 10, 2005.]~~

D. ~~SECTION 3.5.2-RECREATIONAL VEHICLE PARKS~~ - Purpose: To provide for recreational vehicle parks, which are suitable for the placement and occupancy of recreational vehicles for recreational purposes with the necessary amenities.

1. ~~A-Requirements:~~

~~(a) 1-Recreational vehicle parks shall not be occupied by manufactured dwellings, except for one (1) dwelling (manufactured or conventional) for an on-site manager or care taker.~~

~~(b) 2-Access shall be paved and have direct access onto a street.~~

~~(c) 3-Site obscuring fencing or buffering of the RV park shall be provided.~~

~~(d) 4-Entrance to the RV park shall be designed with an adequate parking area for those registering, or checking out without blocking access to the designated RV park spaces and will not cause congestion on adjacent streets.~~

~~(e) 5-Lighting.~~

~~(i) Structural exterior lighting shall not project directly into an abutting lot.~~

~~(ii) Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.~~

~~(iii) Not be able to see source of light, or light reflective or amplifying device from outside property line.~~

~~(iv) No structure has blinking, strobe, or rotating light(s) unless required by FAA.~~

~~(v) Lighted poles shall not exceed twenty feet (20') in height.~~

~~(f) 6-A dump station for discharging wastewater holding tanks shall be provided unless each space is equipped with a sewer connection.~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 6

- (g) ~~7.~~ RV park spaces shall provide on-site electrical, dump station or sewer connection, and water hookups.
- (h) ~~8.~~ Occupied RV park spaces shall not exceed 120 days by the same RV owner.
- (i) ~~9.~~ Accessory uses in conjunction with the RV park may include laundry facilities, playground, and convenience store.
- 2. ~~B.~~ Regulations:
 - (a) ~~1.~~ No person shall establish or enlarge an RV Park without first obtaining the required approvals and permits as required by this Ordinance.
 - (b) ~~2.~~ The following regulations and statutes must be adhered to by any applicant for an RV park permit in addition to all requirements included in this Ordinance:
 - (i) Oregon Revised Statutes regarding RV Parks.
 - (ii) Oregon State Health Division administrative rules regarding RV Parks.
 - (iii) Oregon State Building Codes regarding plans review and construction of the RV park.
- 3. ~~C.~~ Procedure: An application for a RV Park approval must be included with the submittal of a Conditional Use Application.
 - (a) ~~1.~~ A completed application for an RV Park and the applicable fee submitted;
 - (b) ~~2.~~ An area map at a scale which clearly shows the general neighborhood, streets, existing structures and facilities, hazard areas, and other significant features in the area;
 - (c) ~~3.~~ A map of the proposed site showing all existing landscape features, existing structures, existing utilities (water, sewer, power, etc.) and existing vegetation;
 - (d) ~~4.~~ A preliminary drawing indicating the general layout and design of the project, prepared at a suitable scale, to clearly show all streets, property boundaries, walkways, proposed permanent structures and recreational areas, parking and storage areas, and other facilities. Include approximate dimensions, where appropriate.
 - (e) ~~5.~~ A preliminary utility plan, indicating sewer and water lines, electric, gas, telephone, cable television, and storm water facilities;
 - (f) ~~6.~~ A conceptual landscaping plan indicating all existing vegetation to be retained, all proposed landscaping features including trees, shrubs, grass, flowering plants, fences, berms, and open space.
 - (g) ~~7.~~ Access approach for the RV park must existing or approved by the governing jurisdiction.
 - (h) ~~8.~~ The RV Park is compatible with the adjacent neighborhood.
 - (i) ~~9.~~ The RV park shall not adversely affect the neighborhood, in which the RV park will be located.

E. ~~D.~~ AREA REQUIREMENTS. None.

E. ~~E.~~ SETBACK REQUIREMENTS.

- 1. Minimum Setback. None, except, structure(s) shall not be less than ten (10) feet from the property line, where the commercial lot line(s) abutting abuts a residentially zone parcel(s).
- 2. Maximum Setback. The maximum setback requirement applies only in the C-2 Downtown zone. The maximum allowable front yard setback in C-2 is five (5) feet. This standard is met when 100 percent of the front building elevation is placed no more than five (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 seating area) is provided between the building and front property line. On through lots (lots with front and rear frontage on a street), this standard applies only to the designated front setback.

G. ~~F.~~ HEIGHT OF BUILDING.

- 1. Maximum Height. No commercial structure shall exceed a height of forty-five feet (45') without submitting a Variance Application and receiving prior authorization from the City Planning Commission and/or the City Council.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 7

2. Minimum Height. Within the C-2 zone, the minimum building height for building facades facing an arterial street shall be twenty (20) feet unless otherwise approved through the site plan approval process.

~~H.~~ G.—PARKING REGULATIONS. Shall meet the requirements of Table #1, Attachment 'A' in Section 8-12.4.7 and requirements of Sections 8-12.4.4 through 4.7 of the City's Zoning and Land Development Ordinance and shall be reviewed as part of the site plan review.

~~I.~~ H.—SANITATION REGULATIONS. Before any structure receives a Certificate of Occupancy, it shall be connected to the city sewer system; or where the structure is within three-hundred feet (300') of an existing city sewer.

~~J.~~ I.—WATER REGULATIONS. Before any structure receives a Certificate of Occupancy it shall be connected to the city water system unless authorized by the city for connection to any adjoining water system.

~~K.~~ J.—FLOODPLAIN. Any structure proposed to be located in the floodplain must meet Federal Emergency Management Agency (FEMA) and ordinance regulations.

~~L.~~ K.—LIGHTING.

1. Structural exterior lighting shall not project directly into an abutting lot.
2. Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.
3. Not be able to see source of light, or light reflective or amplifying device from outside property line.
4. No structure has blinking, strobe, or rotating light(s) unless required by FAA.
5. Lighted poles shall not exceed twenty feet (20') in height.

M. Outdoor Storage, Trash Collection and Loading Areas. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.

- (a) Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.
- (b) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.
- (c) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot, where feasible.
- (d) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure.

~~L.—USES PROHIBITED IN THE COMMERCIAL ZONE~~

- ~~1.—Bulk fuel facilities for loading and storage~~

N. M. LANDSCAPING AND SCREENING.

1. Landscape plans shall be submitted with the site plan application and must receive approval.
2. ~~4.—~~ All unused portions of the property shall be maintained with landscaping consisting of ground cover, or planted grass, shrubs, trees, flower beds, bark dust, or other suitable landscaping.
3. ~~2.—~~ Property owner shall be responsible for establishing and maintaining the landscaping on the lot.
4. ~~3.—~~ A minimum of fifteen percent (15%) of the total lot area shall be landscaped. This is submitted with the site plan application and must receive approval. Within the C-2 zone, an E exception to

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 8

this provision may be granted where: ~~j. The proposed development is in the applicant provides alternative landscaping or pedestrian amenities, including, but not limited to, street trees, benches, and planters, established downtown area.~~

5. ~~#~~ Areas of the lot used for vehicle maneuvering, parking, loading, repair, or storage, shall be landscaped and screened as follows:
 - (a) ~~(A)~~ At least seven percent (7%) of the parking lot area shall be landscaped. Trees shall be planted at a ratio of one tree per ten (10) parking spaces to achieve a canopy effect over fifty percent (50%) of the lot area.
 - (b) ~~(B)~~ Landscape buffers are required between parking areas and streets and shall have a minimum width of three feet (3').
 - (c) ~~(C)~~ Landscape buffers between parking abutting a property line shall have a minimum width of three feet (3').
 - (d) ~~(D)~~ Front or exterior yard landscaping may not be submitted for the interior landscaping required for interior parking stalls.
 - (e) ~~(E)~~ There shall be a minimum distance of five feet (5') between parking areas and adjacent residential lots.
 - (f) ~~(F)~~ Landscape buffers shall consist of evergreens ground cover and shrubs mixed with a variety of flowering and deciduous plant species of trees and shrubs.
 - (g) ~~(G)~~ Landscaping in a parking or loading area shall have a width of not less than five feet (5'). Landscaping in a parking lot or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.
6. ~~(H)~~ Provision shall be made for the irrigation of planting area.
7. ~~(I)~~ Required landscaping shall be continuously maintained.
8. ~~(J)~~ Vegetation planted in accordance with an approved site plan shall be maintained by the property owner or developer. Plants or trees that die or are damaged shall be replaced and maintained.
9. ~~(K)~~ Drainage. Surface drainage shall be contained on-site managed in accordance with the City's stormwater master plan.

O. ~~N.~~ DESIGN REVIEW: To provide design standards for commercial development within the city limits of Madras. These standards ensure that the public health, safety and general welfare are protected and the general interest of the public is served. The standards provide for originality, flexibility and innovation in site planning and development to enhance the special characteristics that make Madras a unique place to live.

1. Ordinance Provisions Applicability. Except as exempted by Section 3.5.O.2 #2, the provisions design standards of this ordinance section shall apply to the following activities:
 - (a) All new building construction.
 - (b) Any exterior modifications to or expansion of existing buildings.
 - (c) All new parking lots.
 - (d) All outdoor storage and display areas.
 - (e) All new signs.
 - (f) All new drive-through and drive-up facilities.
 - ~~f. All building expansions greater than 10,000 square feet.~~
 - ~~g. Structures shall be painted or repainted in a single primary color in whites, creams or earth tones with complimentary trim. The trim shall not exceed twelve inches (12") in width.~~
2. Exemptions. This ordinance section does not apply to the following activities:
 - (a) Maintenance of the exterior of an existing structure such as re-roofing or residing.
 - (b) Interior remodeling.
 - (c) Reconstruction of buildings located on properties which have been destroyed or substantially damaged by fire or natural causes. The building(s) shall be reconstructed in the same location as it existed prior to damage or destruction. Reconstruction shall commence within one (1) year of the damage or destruction.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 9

- (d) Building expansions as follows:
 - (i) Within the C-1 and C-3 zoning district, where the expansion does not exceed 25% of the gross square footage of the original building and where the expansion does not exceed or 10,000 square feet in area, whichever is less.
 - (ii) Within the C-2 zoning district, where the expansion does not exceed ten (10) percent of the gross square footage of the original building or 3,000 square feet in area, whichever is less.
 - (e) Parking lot expansions not exceeding 25% of the gross square footage of the original lot and where the total amount of parking provided will not exceed 150% of the parking allowed by the Zoning Ordinance.
3. Process. In addition to the requirements of Section 8-12.4.8 (Site Plan Approval), the review authority (Community Development Director) shall approve, approve with conditions or deny an application based upon compliance with the site plan criteria, and design review standards of this section. Approval shall be obtained from the review authority prior to the issuance of a building permit for all activities described in Paragraph (1) of this section. The review authority for developments of 30,000 square feet or less shall be the Community Development Director. For developments of greater than 30,000 square feet, the Community Development Director shall forward the application to the Planning Commission.

The process is intended to be flexible. Therefore, where strict application of the design standards in this section would be counterproductive to the goal of encouraging high quality development that enhances the City, an applicant may propose alternative design solutions. However, the burden of proof shall be on the applicant to show that the alternative design better accomplishes the City's goals.

- 4. Application Requirements. The applicant shall attend a pre-application conference prior to filing an application for Design Review with the City. After attending the pre-application conference the applicant shall file an application for Design Review along with other applicable applications (site plan and/or conditional use) with the City.
- 5. Standards for Approvals for all Buildings 30,000 gross square feet or less. The review authority shall use the standards in this section and the criteria for site plan review to ensure compliance with the purpose of Design Review.
 - (a) Natural Features - Buildings shall be sited to protect areas of special interest or other natural features such as natural grade, trees, vegetation and rock outcroppings are encouraged to be incorporated into the overall site plan and may be calculated as part of the landscaping requirement if healthy and not damaged during construction.
 - (b) Building, location and orientation - New buildings shall have at least one principle building entrance oriented toward the primary frontage property line.
 - (c) Pedestrian Walkways
 - (i) Walkways from the sidewalk to building entrances. A continuous pedestrian walkway shall be provided from the primary frontage sidewalk for pedestrians to access building entrances. This internal walkway shall incorporate a mix of landscaping, benches, drop-off bays and bicycle facilities for at least 50% of the length of the walkway. This walkway is necessary for persons who will access the site by walking, biking or transit. Walkways shall be connected to adjacent sites wherever practicable.
 - (ii) Walkways from parking areas to building entrances. Internal pedestrian walkways shall be developed for persons who need access to the building(s) from the parking pods. The walkways shall be located within the pods and shall be designed to provide access from the pods to the entrances of the building(s). The walkways shall be designed to separate people from moving vehicles as much as possible. These walkways shall have a minimum width of 5 feet with no car overhang or other obstruction. The walkways must

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 10

also be designed for disabled access according to the Uniform Building Code. This may require the walkways to be widened or modified.

- (iii) The All internal pedestrian walkways shall be distinguished from the parking and riving areas by use of any of the following materials: special pavers, bricks, raised elevation or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Other materials may be used if they are appropriate to the overall design of the site and building and acceptable to the review authority.
- (iv) Pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principle customer entrance of all principle buildings on the site.
- (v) At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.
- (d) Mechanical equipment and service areas. Mechanical equipment and service areas shall be screened with visual barriers from adjacent properties, public roadways, parks, or other public areas. The architectural design of the building shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards.
- (e) Building elevations, design. i. Exterior building design. (A) Buildings with The exterior walls of buildings which can be viewed from a public street and which are greater than 50-20 feet in horizontal length shall be constructed using a combination of the architectural features identified in subsection (f), below, and a variety of building materials and landscaping near the walls. The minimum number of architectural features to be incorporated into each wall is three (3) in the C-1 and C-3 zones and four (4) in the C-2 zone. Walls which can be viewed from public streets shall be designed using architectural features and landscaping (abutting the building) for at least 50% of the wall length. Other walls shall incorporate architectural features and landscaping for at least 30% of the wall length. (C) A-Where appropriate, a portion of the on-site landscaping shall abut the walls so that the vegetation combined with the architectural features significantly reduce the visual impact of the building mass as viewed from the street.
- (f) (B)-Architectural Features. Architectural features are elements that complement the design intent of the structure and are acceptable to the review authority. Architectural features shall be appropriate for the proposed building type and style and features may vary on rear/side/front elevations. Architectural features include, but are not limited to the following:
 - (i) recesses,
 - (ii) projections,
 - (iii) wall insets,
 - (iv) arcades,
 - (v) window display areas,
 - (vi) awning,
 - (vii) balconies,
 - (viii) window projections (e.g., bay windows),
 - (ix) permanent landscape structures (e.g., built-in planter boxes),
 - (x) cupolas or towers,
 - (xi) pillars or posts,
 - (xii) decorative patterns on exterior finish (e.g. scales/shingles, wainscoting, ornamentation, and similar features),
 - (xiii) window trim (minimum four (4) inches wide),
 - (xiv) or other features that complement the design intent of the structure and are acceptable to the review authority.
- (g) (D)-Building materials. The predominant building materials should be materials that are characteristic of Central Oregon such as brick, wood, native stone and tinted/textured

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 11

- concrete masonry units and/or glass products. Other materials such as smooth-faced concrete block, undecorated tilt-up concrete panels, or pre-fabricated steel panels should only be used as accents and not dominate the building exterior of the structure. Within the Downtown Commercial (C-2) zone, the following exterior finish materials are prohibited (except when used as foundation materials): smooth-faced (plain) concrete block, plain concrete panels, corrugated metal, plywood, sheet press board, and vinyl siding. Metal roofs may be allowed if compatible with the overall architectural design of the building.
- (h) ii.-Roof Design. Roofs should be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible roof lines and roofs that project over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat roof tops. Overhanging eaves, sloped roofs and multiple roof elements are highly encouraged.
- (i) iii.-Customer Entrances. Clearly defined, highly visible customer entrances using features such as canopies, porticos, arcades, arches, wing walls, and integral planters are highly encouraged. Within the Downtown Commercial (C-2) zone, buildings must provide weather protection for patrons using customer entrances. At a minimum, the main public entrance must have an awning, canopy, arcade, or similar feature that provides weather protection.
- (j) iv.-Community Amenities, such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.
- (k) f.—Building and Sign Colors: Exterior colors shall be of low reflectance, subtle, neutral or earth tone colors. The use of high intensity colors such as black, neon, metallic or florescent for the facade and, or roof of the building are prohibited except as approved for building trim. The use of Trademark colors will require approval.
- (l) Drive-Through and Drive-up Facilities: The regulations of this section apply to all uses that have drive-through or drive-up facilities and apply only to the portions of the site development that comprise the drive-through or drive-up facility.
- (i) Stacking lanes must be set back 5 feet from all lot lines.
- (ii) All driveway entrances, including stacking lane entrances, must be at least 50 feet from an intersection.
- (iii) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation.
- (iv) Stacking lanes must be clearly identified and separated from parking and travel areas through such means as striping, curbing, landscaping, and signs.
- (v) Gasoline service stations. A minimum of 30 feet of stacking lane is required between a curb cut and the nearest gasoline pump.
- (vi) Drive in restaurants. A minimum of 150 feet for a single stacking lane or 80 feet per lane when there is more than one stacking lane is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
- (vii) Other drive-through and drive-up facilities. A minimum of 45 feet for a single stacking lane or 30 feet when there is more than one stacking lane is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
- (m) Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 12

6. The Standards for Buildings Greater than 30,000 Gross Square Feet (Big Box Stores). The purpose of these regulations are to break up the apparent mass and scale of large retail structures and to ensure that such development is compatible with, and does not detract from the City of Madras' unique character, scale, and sense of place. To encourage a mixture of uses and sizes of structures and to promote and facilitate a safe and comfortable pedestrian scale environment, as well as to reduce the visual impact of large areas of parking. The building(s) shall be kept in good condition and shall be the responsibility of the property owner or building owner. The standards in this section shall apply in addition to the standards of 8-12.3.5(O)5. In case of a conflict, the more restrictive standards shall prevail.
- (a) Size and Mass. No single retail establishment greater than 150,000 gross square feet is permitted. However, the total structure can be larger than 150,000 gross square feet so long as no single retail space exceeds 150,000 gross square feet.
- (b) Building Design. Buildings should have architectural features and patterns that provide visual interest, at the scale of the pedestrian, reduce massive aesthetic effects, and reflect the local character. The following elements should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint: color changes, material changes, texture changes and relief feature (such as offsets, projections and reveals):
- (i) Architectural Unity. All buildings on the same site shall be architecturally unified. ~~This provision shall apply to new construction, additions and remodeling.~~ Architectural unity means that buildings shall be related in architectural style, color scheme, and building materials.
- (ii) Exterior Materials. Predominant exterior building materials shall be of high quality material. These include, without limitation: brick, exterior wood siding, rock, stone or tinted and textured concrete masonry units. Facade colors shall be neutral or earth tone colors. Building trim and accent areas may feature brighter colors, including primary colors, but these colors may not comprise more than 15% of any building facade. The use of high intensity, metallic, black or fluorescent colors including primary colors. Exterior building materials shall not include the following:
- (a) Smooth-faced concrete block;
- (b) Smooth-faced tilt-up concrete panels; or
- (c) Pre-fabricated steel panels
- (iii) Facades and Exterior Walls. The following standards, which apply to all building facades which are visible from adjoining public streets or properties, are intended to reduce the massive scale of large buildings which, without application of these standards, be incompatible with City's desired character.
- (a) Facades greater than 150 feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet.
- (iv) Roofs. The following standards are intended to foster variations in roof lines to add interest to, and reduce the massive scale of, large buildings. Roof features should complement the character of adjoining development. Roofs shall have no less than two (2) of the following features:
- (a) Parapets concealing flat roofs and rooftop equipment, such as HVAC units from the public view. The average height of such parapets shall not exceed 15% of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three dimensional cornice treatment and shall not be of a constant height for a distance of greater than 150 feet.
- (b) Overhanging eaves, extending no less than 3 feet past the supporting walls, for no less than 30% of the building perimeter.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 13

- (c) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every three (3) feet of horizontal run and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run.
- (d) Three or more roof slope planes.
- (v) Entryways. Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features:
 - (a) Large retail buildings shall feature multiple entrances that are separated by not more than 300 feet along any side of a building requiring customer entrances. Multiple building entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores, or identified departments of a store. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face bordering land uses.
 - (b) All sides of a principle building that directly faces an abutting public street shall feature at least one customer entrance. Where a principle building directly faces more than two (2) abutting public streets, this requirement shall apply only to two (2) sides of the building, those sides which are abutting the streets.
 - (c) When structures are adjacent to a residential zone and separated from that zoning district by a public or private street, the structure shall have at least one (1) entryway facing that street.
 - (d) Each principle building on a site shall have clearly defined, highly visible customer entrances featuring no less than three (3) of the following:
 - (i) Canopies or porticos;
 - (ii) Overhangs;
 - (iii) Recesses/projections;
 - (iv) Arcades;
 - (v) Raised corniced parapets over the door;
 - (vi) Peaked roof forms;
 - (vii) Arches;
 - (viii) Outdoor patios;
 - (ix) Display windows;
 - (x) Architectural details, such as tile work and moldings which are integrated into the building structure and design; or
 - (xi) Integral planters that incorporate landscaped areas and/or places for sitting.
- (vi) Multiple Entryways. Multiple entryways or architectural features shall be incorporated into the design in order to break up the apparent mass and scale of large retail structures. Entrances may be to tenant spaces other than the primary retail tenant. For structures:
 - (a) 50,000 square feet to 75,000 square feet, there shall be a clearly articulated public entrance on at least two (2) sides of the structure. At least one (1) such entrance shall be visible from a public street and connected to that street by a pedestrian sidewalk.
 - (b) 75,000 square feet and above, shall provide a significant pedestrian amenity such as outdoor seating areas, play areas for children, and public courtyards.
- (c) Site Design. All buildings and enclosures shall be designed to be compatible with the primary structure. Compatibility shall be measured in terms of design, form, use of materials and color.
 - (a) ~~Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 14

Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director. (b)

- (i) **Community Spaces.** Large retail developments shall provide outdoor spaces and amenities to link structures with the remainder of the community. Passenger drop-off/pick-up points shall be integrated with traffic patterns on the site. Special design features shall enhance the building's function as a center of community activity. Each retail development shall provide at least two (2) of the following design features, which shall be constructed of materials that match the principle structure and linked by sidewalks to the principle structure:
 - (a) Patio/seating area;
 - (b) Pedestrian plaza with benches;
 - (c) Window shopping walkway;
 - (d) Outdoor playground area; or
 - (e) Water feature, clock tower, ~~or~~
- (d) **Landscaping:** all buildings shall provide the following landscaping, and shall be the property owner's responsibility to ensure that the landscaping remain healthy and in good condition:
 - (a) A landscaped buffer of at least twenty (20) feet in width shall be provided along all property lines abutting roadways, with breaks for approved access points. A minimum of 5 feet wide landscape buffer shall be planted along all other property lines. No parking is permitted within these required landscape areas.
 - (b) A minimum of five (5) percent of the area within the boundaries of the parking lot shall be landscaped. Landscaped areas shall be protected by raised curbs or fixed wheel stops approved by the City Public Works Department. A variety of trees, shrubs and flowers shall be incorporated into the landscaping.
- (e) **Pedestrian Circulation.** Pedestrian accessibility opens auto-oriented developments to nearby neighborhoods, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for internal pedestrian circulation systems that will provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience.
 - (a) ~~Pedestrian walkways, no less than five (5) feet in width, shall be provided from the public sidewalk or right-of-way to the principle customer entrance of all principle buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.~~
 - (ii) ~~(b) Sidewalks, no less than six (6) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. These sidewalks shall be located at least six (6) feet from the front of the building to provide planting beds for foundation landscaping, except here features such as arcades or entryways are part of the facade.~~
 - (iii) ~~(b) Weather protection features such as awnings or arcades shall extend at least twenty (20) feet from all customer entrances.~~
 - (a) ~~All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.~~
- (f) **Parking Orientation.** Parking areas shall provide safe, convenient, and efficient access. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks and to reduce the overall scale of the paved surface. When buildings are located closer to streets, pedestrian traffic is encouraged and architectural details take on added importance. *To achieve this, for any retail building, no more than twenty (20) percent of the off-street parking area for the entire property shall be located*

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 15

between the principle building(s) and an arterial street, unless other buildings located between the principle building and the arterial street extend along at least fifty (50) percent of the frontage between the arterial and the principle building.

- ~~(a) Vehicle traffic utilizing drive-up windows on buildings within the development shall be designed for pedestrian safety, and not conflict with the pedestrian traffic.~~
- ~~(xi) Lighting. Must comply with requirements in Section 8-12-3.5(K).~~
- (g) ~~(xii) Outdoor Storage, Trash Collection and Loading Areas. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.~~
 - ~~(a) Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.~~
 - ~~(b) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.~~
 - ~~(c) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot.~~
 - ~~(d) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure;~~
 - (i) ~~(e) Areas for the storage and sale of seasonal merchandise shall be permanently defined and screened with walls and/or fences. Materials, colors and design of screening walls and or fences shall conform to those used as in the principle structure. If such areas are to be covered, then the covering shall conform to the colors on the building.~~
 - (ii) ~~(f) Outdoor display and storage shall not encroach on any portion of a walkway, drive aisles or required parking spaces. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 30 feet of any internal pedestrian way.~~

SECTION 3.5.1.3.5.2: NEIGHBORHOOD COMMERCIAL (NC)

- SECTION 3.6: INDUSTRIAL (I)
- SECTION 3.7: MANUFACTURED DWELLING PARK
- SECTION 3.8: OPEN SPACE (O/S)
- SECTION 3.9: AIRPORT DEVELOPMENT ZONE
- SECTION 3.10: AIRPORT OVERLAY DESIGNATION
- SECTION 3.11: MEDICAL OVERLAY (MO)

ARTICLE 4: SUPPLEMENTARY PROVISIONS

- SECTION 4.1: MAINTENANCE OF MINIMUM ORDINANCE REQUIREMENTS
- SECTION 4.2: ACCESS
- SECTION 4.3: FENCES

SECTION 4.54: OFF-STREET PARKING AND LOADING -

~~Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs. General provisions are as follows:~~

- A. ~~The provision and maintenance of off-street parking and loading spaces is a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements are complied with.~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 16

B. Requirements for types of buildings and uses not specifically listed in this ordinance shall be determined by the Hearings Body based upon the requirements for comparable uses listed. ~~In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately.~~

~~Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.~~

~~Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building.~~

C. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

D. Loading. Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs.

1. In any zone in connection with every building or part thereof hereafter erected and having a gross floor area of 10,000 square feet or more, which is to be occupied for manufacturing, storage, warehousing, goods display, retail sales, a hotel, a hospital, a mortuary, a laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles or materials or merchandise, there shall be provided and maintained at least one (1) off-street loading berth, plus one (1) additional such 20,000 square feet. Said loading berth shall be provided with access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be ten feet (10') wide and twenty-two feet (22') long with a height clearance of at least fourteen feet (14'). A sight obscuring screen, berm or landscaping shall conceal all loading areas from view from public streets or roads.
2. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

SECTION 4.45: OFF-STREET PARKING - At the time a building is constructed or enlarged by fifty percent (50%) or more, off-street parking spaces shall be provided as set forth in this section.

A. Amount required. The number of required off-street vehicle parking spaces shall be determined in accordance with Table 4.5-1. Off-street parking spaces may include spaces in garages, carports, parking lots, 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.

1. The square footage measured shall be the gross floor area of the building but shall exclude any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.
2. In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately, unless it can be shown that the peak parking demands are less. In that case, the total requirement may be reduced accordingly.
3. Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces as long as peak demand for each does not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 17

4. On-Street Parking Credit. Within the C-2 and C-3 zoning districts, credit may be allowed for "on-street parking". The amount of off-street parking required may be reduced by one off-street space for every on-street space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking. On-street parking spaces shall meet the dimensional requirements of Table 4.6-1.

B. Location

1. Except as allowed pursuant to Section 3.5.1.O.6(f), no ~~No~~ automobile parking, with the exception of handicapped parking, is permitted between the building and an arterial, or collector unless the Community Development Director determines there is no feasible alternative to provide the required parking. If a building setback is provided, the setback area shall be paved with a hard surface (concrete or unit pavers, not asphalt) and shall incorporate seating and landscaping. A public entrance shall be within one-hundred feet (100') of the right-of-way of an arterial or collector street.
2. Development on lots or sites with three (3) frontages may have vehicle parking areas between the building and one (1) of the streets. Development on full blocks may have vehicle parking areas between the building and two (2) of the streets. However, the vehicle area must be between a local street and the building, not an arterial, other than a freeway or other fully controlled access highway.
3. Parking lots with fifty (50) spaces or more shall be divided into separate areas and divided with landscaped areas or walkways at least ten feet (10') in width or by a building or group of buildings.
4. Parking lots shall not occupy more than thirty-three percent (33%) of the frontage of a block on any pedestrian oriented streets.
5. Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building, unless otherwise approved by the Community Development Director.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 18

Table 4.5-1 Required Vehicle Parking

BUILDING TYPE	PARKING SPACES REQUIRED (Spaces per 1,000 sq. ft. unless otherwise noted)
Commercial and Industrial	
Office Buildings, Banks	2.5 spaces
Business and Professional Services	3.3 2.86 spaces
Commercial Recreational Facilities	10.0 spaces
Shopping Goods (Retail)	5.0 2.86 spaces
Convenience Goods (Retail)	5.0 2.86 spaces
Restaurants	10.0 spaces
Personal Services and Repairs	5.0 2.86 spaces
Manufacturing	2.0 spaces
Warehouses	1.0 spaces
Wholesale	1.5 spaces
Residential	
Single Family Dwelling	1 space per dwelling unit
Duplexes	1 space per dwelling unit
Multiple Family Dwelling	1 space per dwelling unit
Apartment Hotels, Rooming Houses	1 space per dwelling unit
Hotels (spaces per bedroom)	1 space per bedroom
Motels (spaces per bedroom)	1 space per bedroom
Public Buildings	
Museums and Libraries	3.3 spaces
Public Utilities	3.3 spaces
Welfare Institutions	2.5 spaces
Medical Buildings	
Medical and Dental Offices	5.0 2.86 spaces
Hospitals	10.0 spaces
Convalescent Homes or assisted living	5.0 spaces-1.0 space per 2 patient beds or one space per apartment unit
Auditoriums	
General Auditoriums and Theaters	0.25 spaces per seat
Stadiums and Arenas	0.25 spaces per seat
School Auditoriums	0.10 spaces per seat
University Auditoriums	0.10 spaces per seat

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 19

Table #1 - ZONING REQUIREMENTS FOR OFF-STREET PARKING

BUILDING TYPE	RANGE	MODE* (Peak Hour) (Spaces per 100 Sq. Ft.)	MEAN (Avg. Low)
Commercial and Industrial			
Office Buildings, Banks	0.08 - 1.33	0.25	0.33
Business and Professional Services	0.08 - 1.33	0.33	0.37
Commercial Recreational Facilities	0.16 - 2.00	1.00	0.79
Shopping Goods (Retail)	0.06 - 3.00	0.50	0.44
Convenience Goods (Retail)	0.10 - 1.33	0.50	0.44
Restaurants	0.06 - 2.00	1.00	0.75
Personal Services and Repairs	0.08 - 1.00	0.50	0.40
Manufacturing	0.05 - 1.00	0.20	0.25
Warehouses	0.02 - 1.00	0.10	
Wholesale	0.03 - 1.00	0.15	0.16
Residential		(Spaces per Unit)	
Single Family Dwelling	0.50 - 3.00	1.00	1.28
Duplexes	0.50 - 2.00	1.00	1.26
Multiple Family Dwelling	0.50 - 2.00	1.00	0.97
Apartment Hotels, Rooming Houses	0.25 - 1.50	1.00	1.00
Hotels (spaces per bedroom)	0.16 - 2.00	1.00	0.97
Motels (spaces per bedroom)	0.25 - 1.25	1.00	1.00
Public Buildings		(Spaces per 100 Sq. Ft.)	
Museums and Libraries	0.10 - 3.33	0.33	0.42
Public Utilities	0.10 - 1.00	0.33	0.29
Welfare Institutions	0.10 - 0.67	0.25	0.20
Medical Buildings		(Spaces per 100 Sq. Ft.)	
Medical and Dental Offices	0.08 - 1.33	0.50	0.43
Hospitals	0.10 - 2.00	1.00	0.28
Convalescent Homes	0.08 - 1.00	0.50	0.35
Auditoriums		(Spaces per Seat)	
General Auditoriums and Theaters	0.06 - 0.33	0.25	0.2
Stadiums and Arenas	0.05 - 0.33	0.25	0.2
School Auditoriums	0.05 - 0.25	0.10	0.14
University Auditoriums	0.06 - 0.25	0.10	0.15

Existing table to be deleted

* The mode value is usually also the value recommended for this zoning ordinance. The mode of a set of measurements is defined to be the measurement that occurs most often (with the highest frequency). The above diagram is explanatory to Parking Table.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 20

SECTION 4.6: DESIGN AND IMPROVEMENT STANDARDS FOR PARKING LOTS - The design and improvement standards for parking lots are:

- A. Parking Table and Diagram - Table 4.6-1 provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.
- B. Each parking space or stall shall be governed by the requirements of Section 4.8 Table 4.6-1, and in no case have less than a minimum width of eight feet (8') and a minimum length of eighteen feet (18') but in any case must have at least a total area of 144 square feet and must be individually accessible, be paved, and be adequately maintained.
- C. Except for parking in connection with dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling shall be designed to minimize disturbance to residents by the erection between the uses of a sight-obscuring fence or planted screen of not less than five feet (5') in height except where vision clearance is required.
- D. Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches (4") high and which is set back a minimum of one and one-half feet (1-1/2') from the property line.
- E. Artificial lighting which may be provided shall not shine or create glare in any residential zone or on any adjacent dwelling.
- F. Access aisles shall be of sufficient width to permit easy turning and maneuvering.
- G. Except for single-family and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.
- H. Service drives to off-street parking areas shall be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.
- I. Driveways shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining said lines through points thirty feet (30') from their intersection.
- J. The following standards shall apply to parking within the industrial zone.
 1. Parking shall be located at the rear and sides of a new building; parking can only be allowed in the front of the building (between the landscaping and street) upon approval by the Site Plan Committee.
 2. Parking shall not be allowed on collectors or arterials when industrial zoning is contiguous to said street.
 3. All parking areas shall be limited to sixty (60) spaces plus access—additional required parking shall be separated by five (5) foot landscaped strips except for access. The sixty (60) parking spaces shall be referred to as a cluster of parking.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 21

Parking Table 4.6-1 Parking Area Dimensions

A	B	C	D	E	F	G
Parallel	8'0"		12.0	22.00	20.0	2
8'0"	13.6	11.0	23.4	24.6		
20 degrees	8'6"	14.1	11.0	24.9	25.1	1
9'0"	14.6	11.0	26.3	25.6		
10'0"	15.5	11.0	29.2	26.5		
8'0"	16.0	11.0	16.0	27.0		
8'6"	16.4	11.0	17.0	27.4		
30 degrees	9'0"	16.8	11.0	18.0	27.8	1
9'6"	17.3	11.0	19.0	28.3		
10'0"	17.7	11.0	20.0	28.7		
8'0"	18.4	14.0	11.3	32.4		
8'6"	18.7	13.5	12.0	32.2		
45 degrees	9'0"	19.1	13.0	12.7	32.1	3
9'6"	19.4	13.0	13.4	32.4		
10'0"	19.8	13.0	14.1	32.8		
8'0"	19.7	19.0	9.2	38.7		
8'6"	20.0	18.5	9.8	38.5		
60 degrees	9'0"	20.3	18.0	10.4	38.3	3
9'5"	20.5	18.0	11.0	38.5		
10'0"	20.8	18.0	11.5	38.8		
8'0"	19.8	20.0	8.5	39.8		
8'6"	20.1	19.5	9.0	39.6		
70 degrees	9'0"	20.4	19.0	9.6	39.4	3
9'6"	20.6	18.5	10.1	39.1		
10'0"	20.9	18.0	10.6	38.9		
8'0"	19.2	25.0	8.1	44.2		
8'6"	19.3	24.0	8.6	43.3		
80 degrees	9'0"	19.4	24.0	9.1	43.4	3
9'6"	19.5	24.0	9.6	43.5		
10'0"	19.6	24.0	10.2	43.6		
8'0"	18.0	26.0	8.0	44.0		
8'6"	18.0	25.0	8.5	43.0		
90 degrees	9'0"	18.0	24.0	9.0	42.0	3
9'6"	18.0	24.0	9.5	42.0		
10'0"	18.0	24.0	10.0	42.0		

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 22

SECTION 4.7: BICYCLE PARKING PARKING TABLE AND DIAGRAM—The following table (attached as Exhibit "A") provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.

- A. Bicycle parking Applicability: Multi-family development of four (4) units or more, new retail, office and institutional development, transit transfer stations, and park and ride lots must provide bicycle parking facilities.
- B. Exemptions - The City Administrator may allow exemptions to required bicycle parking in connection with temporary uses that are not likely to generate the need for bicycle parking.
- C. Number of Spaces - The minimum number of bicycle parking spaces which are required shall be at least one (1) bicycle space for every ten (10) automobile parking spaces required under "mode" on Table 4.5-1, #1 designating parking space requirements according to type of use.
- ~~The number of automobile parking spaces may be reduced, where desired, by ten (10) for each additional bicycle parking space constructed above the minimum under this provision. However, the number of automobile parking spaces may not be reduced below the minimum described under the "range" column in Table #1. In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.~~
- D. Location - All required bicycle parking shall be located on-site within fifty feet (50') of well-used entrances and not farther from the entrance than the closest off-street parking space. ~~With the written permission of the appropriate authority having responsibility for the public right-of-way, short-term parking may be located in the public right-of-way.~~
1. ~~4. Multiple Uses~~—For buildings with multiple entrances, required short term bicycle parking shall be distributed proportionally at the various entrances. Required long-term public parking shall also be distributed at the various public entrances, while employee parking shall be located at the employee entrance, if applicable.
 2. Bicycle parking may be provided within a building, but the location must be easily accessible for bicycles.
- ~~In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.~~
3. Employee and residential bicycle parking shall offer a high level of security, i.e., bicycle lockers or a locked cage or room with locking facilities inside, to provide safe, long-term parking.
 4. Bicycle parking may be provided within the public right-of-way in areas without building setbacks, subject to approval of the Public Works Director and provided it meets the other bicycle parking requirements.
 5. Bicycle parking facilities shall be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.
 6. Cover for bicycle parking shall be provided by a bicycle storage room, bicycle locker, or racks inside a building; bicycle lockers or racks in an accessory parking structure; underneath an awning, eave, or other overhang; or other facility as determined by the Hearings Body or Community Development Director that protects the bicycle from direct exposure to the elements.
 7. All required long-term bicycle parking and all bicycle parking for residential, school, and industrial uses must be covered.
- E. 5. Parking Space Dimensions - Each required bicycle parking space shall be at least two and a half feet (2 ½') by six feet (6') and when covered, provide a vertical clearance of at least seven feet (7'). An access aisle of at least five feet (5') wide shall be provided and maintained beside or between each row of bicycle parking (vertical clearance may be four feet (4') in an enclosed bicycle locker). Each required bicycle parking space must be accessible without moving another bicycle.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 23

- F. ~~6.~~ Parking Facilities - The intent of this subsection is to ensure that required bicycle parking facilities are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
1. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e. a "rack") upon which the bicycle can be locked.
 2. Bicycle racks must hold bicycles securely by means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
- G. ~~7.~~ Lighting - Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well lit as motor vehicle parking.
- H. ~~8.~~ Signing - Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only. ~~9.~~ ~~Alternative 1~~ - Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility. Directions to employee parking facilities may be signed or supplied as appropriate.
- I. ~~10.~~ Paving/Surfacing - Outdoor bicycle parking facilities shall be surfaced in the same manner as the motor vehicle parking or with a minimum of one inch (1") thickness of hard surfacing (i.e. asphalt, concrete, pavers, or similar material). This surface will be maintained in a smooth, durable, and well-drained condition.
- J. Rental - Bicycle parking spaces required by this ordinance may not be rented or leased except where required motor vehicle parking is rented or leased.

SECTION 4.8: SITE PLAN APPROVAL
SECTION 4.9: MOVING BUILDINGS
SECTION 4.10: ILLEGAL OCCUPANCY
SECTION 4.11: VISION CLEARANCE
SECTION 4.12: SIGNS
SECTION 4.13: HISTORIC STRUCTURE PRESERVATION
SECTION 4.14: MINIMUM STANDARDS FOR THE CONSTRUCTION OR ALTERATION OF SERVICE STATIONS
SECTION 4.15: SERVICE STATION ABANDONMENT
SECTION 4.16: RIPARIAN HABITAT PROTECTION
SECTION 4.17: WETLAND NOTIFICATION
ARTICLE 5: EXCEPTIONS AND VARIANCES
ARTICLE 6: CONDITIONAL USES
ARTICLE 7: ANNEXATION
ARTICLE 8: AMENDMENTS
ARTICLE 9: ADMINISTRATIVE PROVISIONS
ARTICLE 10: GENERAL PROVISIONS

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 1

ARTICLE 1: INTRODUCTORY PROVISIONS

SECTION 1.0	TITLE
SECTION 1.1	PURPOSE
SECTION 1.2	TERMINOLOGY
SECTION 1.3	GENERAL DEFINITIONS
SECTION 1.4	SPECIFIC DEFINITIONS

SECTION 1.5 DEFINITIONS

Area of Sign: The maximum area of the sign shall not exceed one-hundred fifty (150) square feet per side or a total of three-hundred (300) square feet.

Awning: An awning shall consist of a covered structure constructed of wood, canvas, cloth or other flexible material projecting horizontally from the building and attached to a building. Awnings that meet applicable building codes are not considered a sign by this ordinance.

Billboards: A billboard is a freestanding sign which contains a message unrelated to the business or profession conducted upon the premise on which the sign is located.

Business: Business shall mean all of the activities carried on by the same legal entity on the same premises and shall include, but not be limited to: service, commercial, and industrial uses and fraternal, benevolent, education, government, and social organizations.

Business Complex: Business complex shall mean one or more business tenants as occupants of the property. In a business complex, business tenants means but is not limited to, retail shops, executive or administrative services, including medical clinics and accessory pharmacies, professional offices, and personal service establishments which perform personal services on the premises and similar uses.

Business Sign: A sign that directs attention to a business, profession, activity, commodity service, product price, or entertainment conducted, sold, or offered upon the premises where such sign is located or within the building to which such sign is affixed.

Clear Vision Area: Signs along roadways, when allowable, shall not exceed three (3) feet in height unless there is a clear visibility area of at least eight (8) feet in height between the bottom of the sign and the ground. Any support standards for the sign shall not interfere with the clear vision area.

Construction Sign: A sign identifying individuals or companies involved in design, construction, wrecking, financing, or development when placed upon the premises where work is under construction but only for the duration of construction or ~~wrecking-demolition~~.

Directory Sign: A sign which indicates the name and/or address of the occupant, the address of the premises, and/or identification of any legal business or occupation which may exist at the premises.

Gross Surface Area: The entire area within a single continuous perimeter composed of a single face enclosing the extreme limits of characters, lettering, illustrations, ornamentations, or other figures, together with a material of color forming an integral part of the display to differentiate the sign from the background to which it is placed. Structural supports bearing no sign copy shall not be included in gross surface area; however, if any portion of the required structural supports become enclosed for decorative or architectural purposes, that portion will be included in the total gross surface area of the sign.

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 2

Flush Mounted Sign: A sign that is attached or painted directly onto the exterior surface of a building and does not project outward from the wall or surface of the building more than 1 inch (1").

Franchise Sign: A sign for advertising purposes which reflects affiliation with a chain of commonly named businesses, and which sign is required as a prerequisite for operation of the franchise.

Freestanding Sign: A freestanding sign is an on-premise sign supported by one or more uprights or braces in the ground and detached from any building or structure. Freestanding signs include, but are not limited to, monument signs and pole signs.

Frontage: Frontage shall be defined as the length of the property line of any one parcel of property along each accessible street or other public right-of-way it borders.

Height of Sign: Height of sign shall mean the vertical distance from the lowest point of elevation of the finished surface to the highest point of the sign or any vertical projection thereof.

Kiosk: A small, free standing structure which may have one or more surfaces used to display advertising or to identify or index a business or businesses.

Monument Sign: A low profile freestanding sign which has a solid base at ground level that is equal to or greater than the width of the sign face, and which has no separation between the base and sign. A monument sign shall not exceed eight feet in height from ground level, including the base.

Non-conforming Sign: A non-conforming sign is a sign which does not conform to the provisions of this ordinance.

Off-Premise Sign: An off-premise sign is a sign which contains a message unrelated to the business or profession conducted upon the premises where such signs are located.

Off-Premise Sign Structure: Any structure, or any portion of any structure, which is intended, designed or used to display an Off-Premise Sign.

On-Premise Sign: An on-premise sign is a sign which advertises only the business or the goods, products, or facilities located on the premises on which the sign is located, or the sale, rent or lease of the premises.

Owner: Any person, individual, government entity, firm, partnership, LLC, joint venture, association, social club, fraternal organization, fraternity, sorority, joint stock company, corporation, estate, trust, business trust, receiver, trustee, syndicate, or any other group or combination acting as a unit, who owns or leases an Off-Premises Sign Structure or leases from the owner of the underlying real property of an Off-Premises Sign Structure, and is in the business of selling space on such structures to others.

Pole Sign: A sign that is mounted on a freestanding pole(s) or other support so that the bottom edge of the sign face is clearly visible above grade.

Portable and/or Temporary Sign: A portable and/or temporary sign is any sign not designated to be permanently affixed to a building, structure, or the ground; a sign designed to be self-supporting and movable.

Principal Sign: A principal sign is defined as the primary permanent on-premise sign designed primarily to identify or advertise a business or facility to motorists or pedestrians approaching the business or facility. A "principal sign" is limited to a combination, freestanding, flush, or projecting sign.

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 3

Projecting Sign: A projecting sign is a sign other than a flush sign which projects beyond the building face to which it is attached.

Real Estate Sign: A sign which is used to offer for sale, lease, or rent that premises upon which such sign is placed.

Roof Sign: A sign mounted on the roof of a building.

Sign: An outdoor sign, display, message, emblem, device, figure, poster, billboard, or other thing that is used, designed or intended for advertising purposes or to inform or attract the attention of the public. The term includes the sign supporting structure, display surface and all other component parts of the sign. When dimensions of the sign are specified, the term includes the panels and frames, and the term includes both sides of the sign of specified dimension or area, but the term shall not include a sign as reasonably necessary or required by any branch or agency of the government pursuant to any public law or regulation.

Uniform Building Code: The State of Oregon Structural Specialty Code and Fire and Life Safety Code of 1979 Edition (Uniform Building Code) published by the International Conference of Building Officials, as adopted by the City of Madras and which is referred to as "UBC" in this ordinance.

ARTICLE 2: BASIC PROVISIONS

SECTION 2.1 SIGN ERECTION, REPAIR, ETC.

SECTION 2.2 SIGN CONFORMANCE; BILLBOARDS

SECTION 2.3 PROHIBITED SIGNS

SECTION 2.4 ADVERTISEMENT OF SERVICE

SECTION 2.5 PORTABLE SIGNS

SECTION 2.6 RESIDENTIAL SIGNS

SECTION 2.7 ON-PREMISE SIGNS

On-premise signs in the commercial and industrial zones of the City shall be reviewed by the Planning Commission and shall be restricted to the following standards: in this section:

- A. The total perimeter area of a combination of signs may not exceed three-hundred (300) square feet. Unless otherwise prohibited by this section the ~~with~~ maximum perimeter area of shall be one-hundred fifty (150) square feet for any individual sign.
- B. ~~Freestanding signs may not exceed thirty five (35) feet in height.~~ Freestanding signs in commercial and industrial zones are subject to the following restrictions.

<u>Freestanding Signs</u>				
<u>Zone</u>	<u>Type Allowed</u>	<u>Number Allowed</u>	<u>Maximum Size</u>	<u>Maximum Height</u>

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 4

C-1	Pole or Monument	1*	150 sq. ft.	20 feet
C-2	Monument	1*	32 sq. ft.	8 feet
C-3	Pole or Monument	1*	40 sq. ft.	20 feet
NC	Pole or Monument	1*	32 sq. ft.	20 feet
Industrial	Pole or Monument	1*	150 sq. ft.	35 feet

* One freestanding sign shall be allowed per business premise except as allowed by Section 2.7(C) and Section 2.7(D), below.

C. ~~One freestanding sign shall be allowed per business premise.~~ Business premises with frontages on two ~~one~~ one-way streets can have two (2) freestanding signs, one for each direction on opposing one way streets. Maximum perimeter area not to exceed one hundred fifty (150) square feet each side of sign. A business mall shall be considered a single business for purpose of this section.

D. ~~If a business has more than one (1) frontage along traffic flows of opposite direction, the business may have one freestanding sign, for each direction of traffic flow, the perimeter area not to exceed one hundred fifty (150) square feet per sign or three hundred (300) square feet in the aggregate.~~

E. Building Signs - Each business shall be entitled to have two (2) square feet of flush mounted or wall sign area per ~~lineal foot~~ width of the building's dominant facade, with a maximum of one-hundred fifty (150) square feet of signs or six percent (6%) of the linear measurement of the building's dominant facade, whichever is more.

F. Franchise Signs - Upon proof by a franchise business operator that display of a franchise sign is a necessary prerequisite to operation of the business of the franchise, and upon review and approval of the City Planning Commission, a franchise business operator may obtain an appropriate exception from application of this ordinance.

SECTION 2.8 REAL ESTATE SIGNS
SECTION 2.9 PROJECTING SIGNS
SECTION 2.10 PROJECTING SIGNS; CLEAR VISION AREA
SECTION 2.11 DIRECTIONAL SIGNS

SECTION 2.12 ROOF SIGNS
Roof Signs are prohibited. Signs may not extend above the roofline, eave, or parapet wall of the building to which they are attached.

SECTION 2.13 BILLBOARDS

ARTICLE 3: TEMPORARY AND SPECIAL SIGNS
ARTICLE 4: EXEMPT SIGNS
ARTICLE 5: PROCEDURE
ARTICLE 6: MAINTENANCE AND ENFORCEMENT
ARTICLE 7: VARIANCE
ARTICLE 8: APPEALS

ORDINANCE NO. 773

AN ORDINANCE AMENDING THE CITY OF MADRAS COMPREHENSIVE PLAN AND ZONE MAP TO CHANGE THE EXISTING COMMERCIAL (C-1) ZONE IN THE URBAN RENEWAL DISTRICT INTO THREE DISTINCT COMMERCIAL ZONE DESIGNATIONS, AND DECLARING AN EMERGENCY.

WHEREAS, the Madras Redevelopment Commission has established a goal to enhance the existing downtown and existing and emerging commercial areas to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district; and

WHEREAS, in order to help accomplish this goal, the Madras Redevelopment Commission hired a consultant; and

WHEREAS, a Legislative Amendment was initiated by the City Planning Commission at the request of the Madras Redevelopment Commission to consider changes to the downtown commercial area, which included amendments to the existing Commercial Zone in the Urban Renewal District; and

WHEREAS, the City Planning Commission, held public hearings on February 1, 2006 and on February 15, 2006, to consider the proposed amendments and accept comments from the public; and

WHEREAS, the City Planning Commission, after considering all written comments and testimony from the public, deliberated the matter fully and voted to forward a recommendation to the City Council that the Council approve proposed amendments to the City's Comprehensive Plan and Zone map; and

WHEREAS, the Madras City Council held a public hearing on May 9, 2006 to consider the proposed amendments, and accept testimony from the public; and

WHEREAS, the City Council, after hearing the staff report, and considering all written comments and oral testimony from the public, closed the public hearing, instructed staff to prepare a supplemental staff report based on the comments that were presented, and continued their deliberations to the June 13, 2006 City Council meeting; and

WHEREAS, the City Council, on June 13, 2006, deliberated the matter fully and accepted staff's recommendation to move the C-2 zone to Willow Creek with the exception of the five (5) specific tax lots which would remain C-1; and

WHEREAS, it was noted that there were five (5) property owners and seven (7) specific tax lots listed in the supplemental staff report that was provided to the City Council and interested parties prior to the June 13, 2006 City Council meeting; and

NOW, THEREFORE, the City of Madras ordains as follows:

SECTION 1: The City Council hereby finds that the proposed amendments are consistent with the applicable Statewide Planning Goals, and adopts the "Findings" attached hereto as Exhibit "A" and incorporated herein by reference.

SECTION 2: The following zone change designations shall apply:

Community Commercial (C-3) includes all properties within the Madras Urban Renewal District located South of S.W. "G" Street and S.E. Buff Street, and including Map #11-13-12BC, Tax Lot #3800 on the East side of Fifth Street, and North of S.W. "L" Street, and Map #11-13-11DA, Tax Lot #7600 on the West side of Fifth Street.

Downtown Commercial (C-2) includes all properties within the Madras Urban Renewal District located South of Willow Creek and North of S.W. "G" Street and S.E. Buff Street with the exclusion of Map #11-13-12BC, Tax Lot #3800, Map #11-13-1 CC, Tax Lots #5800, #5801, #5802, #5900 and #6000, Map #11-13-2 DD, Tax Lot #1500, and Map #11-13-11 AA, Tax Lots #1000 and #1100.

Corridor Commercial (C-1) shall be retained on all other parcels within the City of Madras which are currently zoned C-1.

SECTION 3: The Council hereby stipulates that the properties listed below shall, as of the date of this ordinance, retain their C-1 Zoning.

Map #11-13-1 CC
Tax Lots #5800, #5801, #5802, #5900 and #6000

Map #11-13-2 DD
Tax Lot #1500

Map #11-13-11 AA
Tax Lot #1000 and #1100

SECTION 4: The map, which depicts the above described zones, attached as Exhibit "B", is hereby adopted by Council.

SECTION 5: **NOTIFICATION TO AGENCIES**

The City's Community Development Department shall provide the Jefferson County Clerk and Jefferson County Assessor with a copy of the approved ordinance, shall forward a copy of the ordinance to the Oregon Department of Land Conservation and Development, and shall notify other agencies that are entitled to notification once the ordinance has been signed.

SECTION 6: **SEVERABILITY**

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid, or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 7: **AMENDMENT**

This ordinance may be amended or repealed as provided by law.

SECTION 8: **CORRECTIONS**

This ordinance may be corrected by order of the City Council to cure editorial and clerical errors.

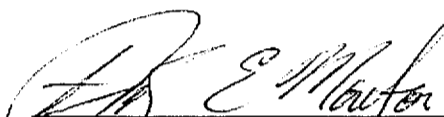
SECTION 9: **EMERGENCY CLAUSE**

The City Council of the City of Madras, having reviewed the Comprehensive Plan of the City of Madras, and the need for enactment of ordinances to regulate land use within the City does hereby determine that this ordinance is necessary for the immediate preservation of the public peace, health and safety of the citizens of the City of Madras and an emergency is hereby

declared to exist, and this Ordinance shall become in full force and effect from and after the date it is enacted and signed by the Mayor.

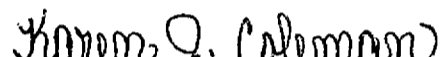
ADOPTED by the City Council of the City of Madras this 25th day of July, 2006.

Ayes: 4
Nays: 1
Abstentions: 0
Absent: 1
Vacancies: 0



Frank E. Morton, Mayor

ATTEST:



Karen J. Coleman, City Recorder

CITY OF MADRAS
FINDINGS AND RECOMMENDATION

REQUEST: Amend City of Madras Comprehensive Plan text as proposed in Exhibit A; amend the City of Madras Zoning Ordinance (Ordinance 723) text as proposed in Exhibit B; and amend the City of Madras Sign Ordinance (Ordinance 697) as proposed in Exhibit C. The City of Madras Comprehensive Plan and Zoning Map is proposed to be amended as shown in Figure 1. The primary focus of the proposed amendments is to create and apply two new commercial designations (Downtown Commercial (C-2) and Corridor Commercial (C-3)) and modify the standards of the existing C-1 designation. The amendments also include proposed changes to the parking and signage standards, which would be applicable to all zones within City.

FILE NUMBER: RZ -05-6, PA-05-2 and TA 05-2

APPLICANT: This is a Legislative Amendment initiated by the City of Madras Planning Commission at the request of the Madras Redevelopment Commission

OWNER: Proposed amendments primarily impact property within the existing C-1 designation; however, if adopted, some of the proposed amendments will affect property citywide.

DATE: May 1, 2006

APPLICABLE ORDINANCE PROVISIONS

1. Madras Development Code, Chapter 8 Development Regulations, Article 9 –
Administrative Provisions
- **Section 9.28 Proposed Amendments**
2. Madras Urban Area Comprehensive Plan
- **Major Revisions (Legislative), A through G**

EXHIBITS

Figure 1 Proposed amendments to City of Madras Comprehensive Plan and Zoning Map

Exhibit A	Proposed amendments to the City of Madras Comprehensive Plan (revised thru Periodic Review acknowledged by DLCD June 20, 2003)
Exhibit B	Proposed amendments to the City of Madras Zoning Ordinance (Ordinance No. 723 adopted on February 8, 2005)
Exhibit C	Proposed amendments to the City of Madras Sign Ordinance (Ordinance 697)

The proposed text amendments are shown in Exhibits A through C. Proposed new text is shown in double-underlined, and text proposed for deletion is shown in strikethrough.

FINDINGS OF FACT

1. **Location:** Proposed amendments primarily impact property within the existing C-1 designation; however, if adopted, some of the proposed amendments will affect property citywide.
2. **Zone, Map and Comprehensive Plan Designation:** The proposed amendments to the Comprehensive Plan and to Section 2.4 (Establishment of Zoning Districts and Overlay Designations) and Section 3.5 (Commercial) of the Zoning Ordinance primarily impact property within the existing C-1 designation. The proposed amendments to Section 4.4 (Off-Street Parking and Loading), Section 4.5 (Off-Street Parking), Section 4.6 (Design and Improvement Standards for Parking Lots), and Section 4.7 (Bicycle Parking) of the Zoning Ordinance and to the Sign Code will affect property citywide.
3. **Description:** The City has been looking for ways to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the MRC hired Angelo Eaton & Associates (AEA) to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for the Commercial Area within the Urban Renewal District (Phase 1) and subsequent Comprehensive Plan and Zoning Ordinance amendments (Phase 2).

The Phase 1 Audit focused on the commercial area (zoned C-1) within the Urban Renewal District. It provided clear understanding of how the current plan and ordinance language defines the existing commercial district and how it has the potential to contribute, or detract, from a vibrant downtown commercial district. Similarly, the Comprehensive Plan was examined to see if existing goals match the community's objectives and expectations for a downtown district. As a first step, AEA reviewed the City's major land use documents to identify opportunities and constraints for implementing the goal of creating a vibrant and successful commercial district.

4. **Proposal:** Amend City of Madras Comprehensive Plan text as proposed in Exhibit A; amend the City of Madras Zoning Ordinance (Ordinance 723) text as proposed in Exhibit B; and amend the City of Madras Sign Ordinance (Ordinance 697) as proposed in Exhibit C. The City of Madras Comprehensive Plan and Zoning Map is proposed to be amended as shown in Figure 1.

5. **Agency and Neighbor comments.** See below for a description of the public involvement efforts to date.

CONCLUSIONARY FINDINGS:

SECTION 9.28: PROPOSED AMENDMENTS - The City Council shall hold a public hearing on all changes to the Comprehensive Plan, zoning ordinance text and plan/zone map. All proposed amendments shall be processed in accordance with the public hearing procedures under Section 9.6 of this Ordinance. Text and map amendments shall also be submitted to the Department of Land Conservation and Development forty-five (45) days prior to the date set for final action except as provided for under ORS 197.610.

FINDING: The Madras Planning Commission must first hold a public hearing to consider a recommendation to the City Council; after receiving the Planning Commission's recommendation, the City Council shall schedule a public hearing to take testimony on the request. Notice of the proposed amendments was sent to Department of Land Conservation and Development on December 9, 2005, which is 54 days prior to the date of the first evidentiary hearing on February 1, 2006.

MAJOR REVISIONS (LEGISLATIVE)

A major revision to this Plan is defined as a policy making change in the text or plan map that will have widespread and significant impact through the planning area. The proposed change will be considered as a legislative action and will require the following procedure:

FINDING: The proposed amendments represent a major policy change that will impact all of the properties within the existing C-1 zone, but most significantly those areas that are proposed to be re-designated C-2 (Downtown Commercial) or C-3 (Corridor Commercial) as shown on Figure 1. In addition, the changes to the parking standards and sign ordinance affect a wider area including all areas within the City of Madras.

A. *The City Council or Planning Commission may initiate the proposed change.*

FINDING: The proposed amendments have been initiated by the Planning Commission at the request of the Madras Redevelopment Commission (MRC).

B. *The adopted citizen and agency involvement programs shall be utilized to stimulate the public interest and participation in the amendment process.*

Community involvement efforts have been utilized to stimulate the public interest and participation in the amendment process. In April 2005, AEA staff conducted a series of ten stakeholder interviews with business and property owners to gain additional insight into the issues and opportunities facing commercial development in the City of Madras. Based on the document review and stakeholder interviews, AEA completed an initial Phase 1 code audit and provided a summary of the preliminary findings to the MRC in a memo dated June 13, 2005. AEA staff then attended the MRC meeting on June 21, 2005 to present the findings and discuss several questions that were highlighted in the memo. The input from that meeting was incorporated into the Audit. AEA staff then facilitated a joint work session with the MRC and

the Madras Planning Commission on August 2, 2005. The purpose of the worksession was to share the draft findings and get additional input before preparing the final draft of the Audit. At the request of the MRC, the final Audit was presented to the Planning Commission on September 7, 2005 for their review and concurrence. At that meeting, the Planning Commission generally concurred with the concepts presented in the Audit, and suggested that the MRC should proceed with the second phase of the project.

As an initial step in Phase 2, AEA staff prepared a preliminary draft of specific amendments to the plan and code language that would be needed to implement the recommendations of the Audit including dividing the land currently zoned C-1 into three distinct zones as shown on the attached map. The MRC met on October 18, 2005 to review these proposed changes with AEA staff. The purpose of the October 18th worksession was to provide the MRC with an opportunity to review the preliminary draft amendments to the City's Comprehensive Plan (Exhibit A), Zoning Ordinance (Exhibit B) and Sign Ordinance (Exhibit C) and provide any initial changes and to discuss the public/stakeholder review process. The MRC suggested that some minor changes be made to the proposed amendments. These changes are captured in a Revised Draft. The MRC and Planning Commission then met on November 15, 2005 in a joint worksession to review the draft proposed amendments in more detail and provide comments.

C. A public hearing shall be conducted by the Planning Commission.

FINDING: The Madras Planning Commission held public hearings on February 1, 2006 and February 15, 2006..

D. At least 21 days notice to the public of the hearing shall be published in a local newspaper of general circulation.

FINDING: Notice was published in the Madras Pioneer newspaper 22 days in advance of the public hearing, beginning on January 11, 2006.

E. In order to submit a favorable recommendation for the proposed change to the City Council, the Planning Commission shall establish the compelling reasons and make a finding of fact for the proposed change. These include:

- 1. The proposed change will be in conformance with statewide planning goals.*
- 2. There is a demonstrated need for the proposed change.*

FINDING:

Conformance with statewide planning goals. Statewide planning goals 1, 2, 5, 7, 9, 10, 11, 12, 13 and 14 are applicable to the proposed amendments. Conformance with these goals is addressed below.

1. CITIZEN INVOLVEMENT Goal 1 calls for "the opportunity for citizens to be involved in all phases of the planning process." As noted above, preparation of the proposed amendments included numerous opportunities for public involvement and outreach. As required by Measure 56, a Measure 56 notice was sent to all affected property owners on January 11, 22 days prior to the Planning Commission public hearing. The proposed amendments are in conformance with Goal 1.

RZ-05-6, PA 05-2 & TA-05-2

Legislative Amendments to Commercial Designation, Parking and Signage Standards

Exhibit to Ordinance
No. 773

2. LAND USE PLANNING Goal 2 says that land use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. It also requires that plans be reviewed periodically and amended as needed. As proposed, the comprehensive plan amendments will modify the city's policies as follows:

- The Economics section of Section II, Inventories, has been amended to reflect the current planning effort. An overall update of the population and employment information in the Comprehensive Plan would be helpful, but is outside the scope of this project.
- Section IV, Land Use Element was amended to include background information about the proposed new commercial land use categories. In particular, the Background for Land Use Category Decisions section has been updated to amend the Corridor Commercial (C-1) district and to add the two proposed new commercial zoning districts: Downtown Commercial (C-2) and Community Commercial (C-3).
- Additionally, descriptions of the Planned Development (R-3) and Airport Development (A/D), and Airport Overlay (AO) designations, which were not previously included, have been added to the Comprehensive Plan. These proposed descriptions are based on the Purpose statements in the Zoning Ordinance.

These amendments to the comprehensive plan will be implemented by the proposed amendments to the implementation ordinances. The proposed amendments are in conformance with Goal 2.

5. OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES Goal 5 covers more than a dozen natural and cultural resources such as wildlife habitats and wetlands. The proposed amendments may apply to lands within the city which include Goal 5 resources; however, the proposed amendments do not modify the city's existing regulations for natural resources. The proposed amendments are in conformance with Goal 5.

7. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS Goal 7 deals with development in places subject to natural hazards such as floods or landslides. It requires that jurisdictions apply "appropriate safeguards" (floodplain zoning, for example) when planning for development there. The proposed amendments apply to lands within the city which include areas subject to natural disasters and hazards (e.g., designated floodplains); however, the proposed amendments do not modify the city's existing regulations for development within floodplains or other natural hazards. The proposed amendments are in conformance with Goal 7.

9. ECONOMY OF THE STATE Goal 9 calls for diversification and improvement of the economy. It asks communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs. Some land currently zoned C-1 will be rezoned to C-2 or C-3; however, the proposed amendments will not result in a change in the total amount or location of commercial land available within the city. The proposed amendments are intended to enable the city to better manage commercial development within the commercial designations. The proposed amendments are in conformance with Goal 9.

10. HOUSING This goal specifies that each city must plan for and accommodate needed

RZ-05-6, PA 05-2 & TA-05-2

Legislative Amendments to Commercial Designation, Parking and Signage Standards

Exhibit to Ordinance
No. 773

housing types, such as multifamily and manufactured housing. The existing standards allow residential uses to occur within the commercial zone as part of vertical mixed use projects. The proposed amendments will allow residential uses to occur within the commercial zones as part of both vertical and horizontal mixed use projects. This change may provide some additional opportunities for needed housing types such as multifamily. The proposed amendments are in conformance with Goal 10.

11. PUBLIC FACILITIES AND SERVICES Goal 11 calls for efficient planning of public services such as sewers, water, law enforcement, and fire protection. The proposed amendments will not result in a change in the total amount or location of commercial land available within the city; however, they are intended to enable the city to better manage commercial development within the commercial designations. By encouraging compact urban form, infill and the redevelopment of underutilized commercial lands the proposed amendments support the efficient use of public services. The proposed amendments are in conformance with Goal 11.

12. TRANSPORTATION The goal aims to provide "a safe, convenient and economic transportation system." The proposed amendments, by encouraging mixed use development and compact urban form, support efficient use of the transportation system and provide for an improved pedestrian environment. The proposed amendments are in conformance with Goal 12.

13. ENERGY Goal 13 declares that "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles." The proposed amendments, by encouraging mixed use development and compact urban form, support the conservation of energy. The proposed amendments are in conformance with Goal 13.

14. URBANIZATION This goal requires cities to estimate future growth and needs for land and then plan and zone enough land to meet those needs. Some land currently zoned C-1 will be rezoned to C-2 or C-3; however, the proposed amendments will not result in a change in the total amount or location of commercial land available within the city. The proposed amendments are intended to enable the city to better manage commercial development within the commercial designations. No expansion of the urban growth boundary will be necessitated by the proposed amendments. The proposed amendments are in conformance with Goal 14.

Demonstrated Need for the Proposed Change

Overall, the proposed amendments are intended to enable the city to better manage commercial development within lands designated for commercial use in order to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. The rationale for the proposed amendments is summarized below.

Proposed Comprehensive Plan Amendments (see Exhibit A)

- The Economics section of Section II, Inventories, has been amended to reflect the current planning effort.

- The City's existing comprehensive plan and zoning ordinance includes two commercial zones: Commercial (C-1) and Neighborhood Commercial (N-C). Almost all of the commercial land in the City, and all of the commercial land within the Urban Renewal District, is currently zoned (C-1). In response to what was heard during the stakeholder interviews, and consistent with the *Draft Urban Revitalization Action Plan*, three new designations are recommended to correspond to the unique characteristics of commercial areas within the City. Section IV, Land Use Element was amended to include background information about the proposed new commercial land use categories. In particular, the Background for Land Use Category Decisions section has been updated to amend the Corridor Commercial (C-1) district and to add the two proposed new commercial zoning districts: Downtown Commercial (C-2) and Community Commercial (C-3).
- Additionally, descriptions of the Planned Development (R-3) and Airport Development (A/D), and Airport Overlay (AO) designations, which were not previously included, have been added to the Comprehensive Plan. These proposed descriptions are based on the Purpose statements in the Zoning Ordinance.

Proposed Zoning Ordinance Amendments (see Exhibit B)

- Section 2.4, Establishment of Zoning Districts and Overlay Designations, of Article 2, Basic Provisions, has been updated to amend the name of the C-1 district and include the two proposed new zoning districts (C-2 and C-3).
- The heading of Section 3.5, Commercial, has been changed to make it a general heading for all commercial districts. Similarly, the heading change proposed for Section 3.5.1 is needed to resolve a hierarchy problem.
- The proposed amendments to Section A, Uses, of Section 3.5.1 would replace the existing use list with Table 3.5-1. The new introductory text clarifies the terms used in the table and provides cross references to the existing Similar Use Determination provisions in Section 8-12.9.27 and Conditional Use provisions in Article 6. The new introduction clarifies that Site Plan Approval will be required for all uses. Changes to the list of uses include:
 - Eliminating redundancy
 - Clarifying terminology
 - Prohibiting eating and drinking establishments with drive up windows in the Downtown, but allowing other types of uses with drive up windows (e.g., banks) with some restrictions.
 - Creating a distinction between retail trade and services that are vehicle-oriented and those that are not and prohibiting vehicle oriented uses in the downtown.
 - Creating a broader "light manufacturing" category, and allowing manufacturing only in conjunction with retail.
 - Creating a distinct category for bakeries and similar food processing, where goods are to be sold primarily on-site and to the general public.
 - Adding additional civic uses to the list.
 - Creating a new category for mixed-use developments (commercial/residential) with standards to allow residential either above or behind commercial.

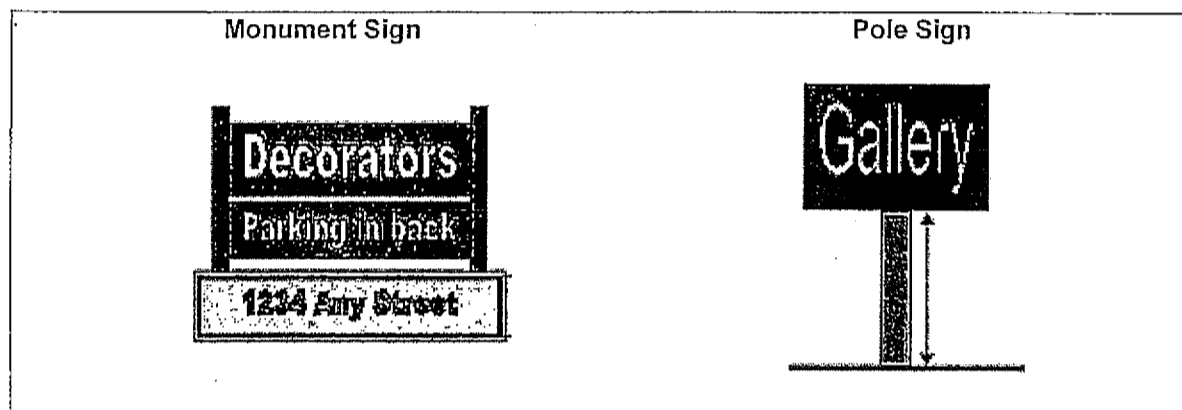
- Section 3.5.1.B currently includes Large Retail Structures Development Standards. These are proposed to be moved to footnote 5 of Table 3.5-1 and Planning Commission review for developments of greater than 30,000 sq. ft. is addressed in Section O3. The proposed code includes new language in Section B for Mixed Use Residential, with special use standards for mixed use residential developments.
- Temporary uses have been noted in Section C, Temporary Uses, of Section 3.5.1 as permitted uses in each of the zones subject to the standards of this section. In addition, the numbering has been updated for consistency.
- Recreational vehicle parks have been noted in Table 3.5-1 as a conditional use in the C-1 zone. The existing special use standards for recreational vehicle parks have been moved to Section D, Recreation Vehicle Parks, of Section 3.5.1 for organizational consistency.
- Section E, Area Requirements, of Section 3.5.1 has been renumbered.
- New text in Section F, Setback Requirements, of Section 3.5.1 clarifies that the ten-foot setback from residential property applies only to the commercial lot lines that directly abut residentially zoned parcels. The new Subsection 2 establishes a maximum front setback for the downtown.
- Section G, Height of Building, of Section 3.5.1 has been renumbered. Proposed new text in Subsection 2 imposes a minimum building height standard of 20 feet in the C-2 zone to enhance the streetscape in the downtown.
- Section H (Parking Regulations), I (Sanitation Regulations), J (Water Regulations), K (Floodplain), and L (Lighting) of Section 3.5.1 have been renumbered. For consistency, the prohibited uses listed in the former Section L, Uses Prohibited in the Commercial Zone, are now listed in Table 3.5-1 as prohibited.
- Section M, Outdoor Storage, of Section 3.5.1 has been moved from Section 6, Standards for Buildings Greater than 30,000 Gross Square Feet. These standards, which address the screening and location of outdoor storage areas and service facilities (e.g., trash compaction), have been made applicable to all buildings in the C-1, C-2 and C-3 zones.
- Section N, Landscaping and Screening, has been renumbered. For clarity, the text in Subsection 1, which had been part of Section 4, has been pulled out as its own section. Subsection 3 has been updated to refer to C-2 and to clarify that the applicant may provide other amenities in substitution for site landscaping. The numbering and hierarchy of Section N has been modified to clarify that standards 6 – 9 are applicable to all landscaping, not just landscaping within parking lots.
- Section O, Design Review, of Section 3.5.1 has been significantly modified.
 - The proposed amendments to Subsections 1 and 2 expand applicability of the Design Standards and establish new, more stringent threshold for compliance with the Design Standards for the C-2 zone (Downtown).
 - New text in Subsection 3 clarifies its relationship to Site Plan Approval requirements and requires Planning Commission review for projects over 30,000 square feet. Additional text has been added to describe the flexibility in the standards.

- Changes to Subsection 4 are intended to remove redundancy with the City's existing Site Plan Approval process.
 - Subsection 5, which, as proposed, would be applicable to all buildings, not just those less than 30,000 square feet. New language would require that a minimum of 3 to 4 of the listed architectural features be incorporated into new buildings and additional standards for pedestrian walkways and street connectivity have been moved from Subsection 6. Standards for exterior finish materials and weather protection have been added to for buildings in the C-2 (downtown) zone. New language in Section 5g, Building Materials, would prohibit certain types of siding in the downtown. New standards for drive-through/drive-up facilities have also been added. Language in Section 5b(i), Architectural Unity, which was redundant to the applicability language in Section O1, has been clarified.
 - As proposed the Design Standards in Subsection 6, Standards for buildings over 30,000 sq. ft., would be applicable in addition to the standards in Section 5 and, in the case of a conflict the most restrictive would prevail. A number of standards have been moved from Subsection 6 to Subsection 5; with this change these standards will be applicable to all new commercial development, not just that over 30,000 square feet. The five (5) percent required landscaping in Section 6b(viii)(b), Landscaping, which is less than the 7% currently required in C-1, has been deleted.
- Section 3.5.2, Neighborhood Commercial (NC), would be renumbered for consistency. No other changes are proposed.
 - Section 4.4, Off-Street Parking and Loading, Section 4.5, Off-Street Parking, Section 4.6 Design and Improvement Standards for Parking Lots, and Section 4.7, Parking Table and Diagram, have been reorganized and some substantive changes are proposed as well.
 - Section 4.4 and Section 4.5 have been switched and the more specific requirements have been moved to Section 4.5.
 - New text in Section 4.5, Off-Street Parking, Subsection (A), Amount Required, clarifies the requirements in Table 4.5.1. Text was moved from Section 4.4 to Section 4.5 and new language was added that is intended to encourage shared parking and to allow more flexibility where hours of operation overlap but peak demand is staggered. A new on-street parking credit would be allowed in C-2 and C-3 only. A new phrase was added to allow flexibility should the City establish municipal parking lots.
 - A new Table 4.5-1 uses the more common "spaces per 1,000" instead of per 100. The mean and range columns are not used and have been deleted. Some additional reductions in the amount of required parking are also proposed as shown in highlight/strikeout.
 - Section 4.6 includes some text that was moved from Section 4.7.
 - Section 4.7 has been amended and is now limited to Bicycle Parking. The amount of reduction in off-street parking allowed in exchange for providing additional bicycle parking has been clarified.

Proposed Sign Ordinance Amendments (see Exhibit C)

- Section 1.5, Definitions, has been amended to modify one definition and add two new definitions.

- The definition of "Freestanding Sign" has been modified to clarify that both pole signs and monument signs are types of freestanding signs.
- A definition of "Monument Sign" has been added. The proposed changes would allow monument signs in all commercial and industrial zones.
- A definition of "Pole Sign" has been added. As proposed, new pole signs would be prohibited in the Downtown Commercial (C-2) zone.



- Section 2.7, On-Premise Signs, includes proposed new standards for freestanding signs (pole and monument signs) that would be more restrictive in all of the commercial zones, especially downtown where new pole signs are proposed to be prohibited.
- Section 2.12, Roof Signs, includes new text intended to clarify that projecting signs cannot extend above the roofline.

F. The City Council, upon receipt of the Planning Commission recommendation, may adopt, reject, or modify the recommendations or may conduct a second public hearing on the proposed change.

FINDING: The Planning Commission recommended approval of all of the proposed changes to the Comprehensive Plan text, to the Madras Development Code and the Sign Ordinance. The Planning Commission recommended that the proposed changes to the Comprehensive Plan and Zone Map be amended such that the new Downtown Commercial (C-2) zones boundary start at 'B' Street instead of Willow Creek. The City Council has scheduled a public hearing for May 9, 2006.

G. In all proposed amendment actions, the City Council must make the final decision to adopt or deny the proposed change.

FINDING: After holding a public hearing to take testimony on the request, the City Council shall make a final decision to adopt or deny the proposed change.

RECOMMENDATION

The Planning Commission concludes that the proposed amendments satisfy the criteria set forth in the Comprehensive Plan. Amending the comprehensive plan and zoning ordinance text and maps and sign ordinance text as proposed would help the city to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district.

The Planning Commission also concludes that statewide planning goals 1, 2, 5, 7, 9, 10, 11, 12, 13 and 14 apply to the proposal and that, as described in the Findings above, the proposed amendments are consistent with the applicable statewide planning goals.

Finally, the Planning Commission concludes that the proposed amendments to the comprehensive plan and implementing ordinances are needed to enable the city to better manage commercial development within lands designated for commercial use and would encourage a compact urban form, infill and the redevelopment of underutilized commercial lands.

The Planning Commission recommends to the City Council approving the proposed amendments, as modified with the zone boundary for the Downtown Commercial (C-2) zone boundary being 'B' Street and not Willow Creek.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 1

SECTION II INVENTORIES

BACKGROUND INFORMATION

HISTORY

PHYSICAL CHARACTERISTICS

SOCIAL CHARACTERISTICS

Recreation:

Economics:

The City of Madras serves as the regional shopping center for all of Jefferson County. Commercial activity is conducted both within the existing city limits and in the surrounding lands adjacent to the city limits. The main commercial activity is conducted along the two main streets of the City which stretch out over two miles. There are various types of commercial and industrial activity carried on within these boundaries. In 2005 the City undertook a comprehensive look at the different characteristics of commercial areas within the City. This planning process resulted in new commercial standards for three distinct commercial districts.

Specific economic data concerning the City is not available, however, data for all of Jefferson County is. Because of the economic interrelationship of the jurisdiction, this data is presented to give an overview of the economic conditions of the City.

In 1976, a committee was formed to develop an Overall Economic Development Plan. The project was finalized and formally adopted on June 29, 1977, by the Jefferson County Court. The following economic information was taken from that report.

Population:

PUBLIC FACILITIES:

TRANSPORTATION:

ENERGY:

URBANIZATION:

COMPREHENSIVE PLAN ADDENDUM NO. 1 ADOPTED BY ORDINANCE NO. 382, NOVEMBER 13, 1979

SECTION IV LAND USE ELEMENT

The Land Use Element of the Comprehensive Plan is perhaps the most important portion of the Plan. This element allocates the uses of the land resources within the planning area and describes uses allowed within each designation. These are formal policy statements intended to assist in achieving the goals, objectives, and other policies of the Plan.

GENERAL DISCUSSION

The City of Madras is responsible for planning the area inside the city limits. Planning designations for the area within the Urban Growth Boundary is a mutual and cooperative agreement between the City and Jefferson County. Jefferson County is responsible for planning and implementing their ordinance in areas outside the city limits. Specifically, for areas outside the city limits but inside the designated Urban Growth Boundary, the County is expected to administer the Plan as adopted by the City.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 2

The Land Use element designates six ten basic land use categories and three overlay designations. The intent is to simplify administration and implementation of the Plan. The land use categories are:

R-1	Single-Family Residential
R-2	Multi-Family Residential
<u>R-3</u>	<u>Planned Development</u>
C-1	<u>Corridor Commercial</u>
<u>C-2</u>	<u>Downtown Commercial</u>
<u>C-3</u>	<u>Community Commercial</u>
NC	Neighborhood Commercial
I	Industrial
O/S	Open Space
<u>A/D</u>	<u>Airport Development</u>
<u>FH</u>	<u>Floodplain Overlay</u>
M/O	Medical Overlay
AO	Airport Overlay

BACKGROUND FOR LAND USE CATEGORY DECISIONS

The City of Madras first implemented a zoning ordinance in 1947 and revised it in 1964, designating six land use zones including two commercial and two industrial. The concept of this Plan is to ease administration and implementation. The land use categories were derived by first reviewing the existing land use patterns of the City in the planning area and inventory of the buildable lands within the City. Then areas of special hazards such as floodplain and areas of natural resources, which the City desired to preserve and maintain were reviewed. Finally, the planning area residents discussed alternative future growth patterns.

The Land Use Plan Map was then developed by first designating the special hazard areas. The next step involved designating open space areas for parks and areas, which the City wishes to preserve. Commercial land use area was then considered and future needs for commercial activity were projected. It was noted that there is very little commercial land yet undeveloped within the existing city limits and therefore additional commercial lands were designated within the Urban Growth Boundary. Industrial lands surrounding the City were reviewed and it was noted the industrial park is inside the Urban Growth Boundary with suitable lands available for significant development. The existing light industrial area within the City also allows for substantial development, therefore, no further industrial lands were designated. Existing residential uses were then reviewed and it was noted in reviewing the existing Land Use Map of the City that there are approximately 480 lots still vacant within the City. Therefore, there is room for substantial growth within the City as well as within the Urban Growth Boundary. The Plan designates two residential categories-- R-1 "Single-Family Residential" and R-2 "Multi-Family Residential". Minimum lot size requirements for R-1 "Single-Family Residential" shall be 7,500 square feet when the owner contemplates using both community water and sewer systems. Minimum lot size in the R-2 "Multi-Family Residential" zone shall be as outlined in the Zoning Ordinance.

After experiencing a period of rapid growth in the late 1990s and early 2000s, the City of Madras began to explore the possibility of expanding its Urban Growth Boundary (UGB) to accommodate planned growth. Expansion to the east is being considered based on the availability of public facilities (water, sewer collection and treatment, schools, recreation, roads) with sufficient capacity. At the same time, the City wanted to enhance the existing downtown and existing and emerging commercial areas, and to ensure that future development and redevelopment in those areas will contribute to a vibrant and successful commercial district. In order to help accomplish this goal, the Madras Redevelopment Commission (MRC) hired a land use consultant to assist in the preparation of a Comprehensive Plan and Zoning Ordinance Audit for Commercial Area within the Urban Renewal District (Audit).

Proposed Comprehensive Plan Amendments
Exhibit A ~ Page 3

The Audit focused on commercial areas within the Urban Renewal District. Working with the underlying premise that commercial development along the corridor should not detract from a vibrant downtown commercial district, the Audit recorded the fact that there were three distinct types of commercial areas, each with unique characteristics. Completed in 2005, the final Audit recommendation included changes to the comprehensive plan, land use map, and zoning ordinance that define three distinct commercial districts: Corridor Commercial, Downtown Commercial, and Community Commercial.

- A. A general requirement for all residential land use categories is that any lot created after adoption of this Plan shall be served by a dedicated right-of-way. The Subdivision Ordinance shall establish minimum width and improvement standards of required rights-of-way. In order to provide a correlation between the Comprehensive Plan Text and the Comprehensive Plan Map, the following information regarding the establishment of land use categories is provided.

1. R-1 "Single-Family Residential"

2. R-2 "Multi-Family Residential"

3. R-3 "Planned Development"

Planned Development residential land use areas, as designated on the Comprehensive Plan Map, are intended to recognize and enhance areas of scenic quality and view amenities by allowing for flexibility in project design while providing for essential development standards. Within these areas development, which is sensitive to the natural topography of the site, minimizes alterations to the land, and maintains, enhances significant natural resources and is compatible with the surrounding development is encouraged.

34. C-1 "Corridor Commercial"

Corridor Commercial land use areas as designated on the Comprehensive Plan Map are provided for the stability and growth of the City's economic base. The Plan provides for additional Corridor Commercial land to supplement the existing commercial activities elsewhere in the City and to provide appropriate locations for auto-oriented uses. The additional C-1 commercial lands are located in close proximity to the existing commercial center of the City and to the North and South of the City's core commercial area, extending to the city limits. The problem with the designation of additional commercial lands along the transportation corridors is that it further complicates the already difficult strip development situation, which has existed in Madras for a number of years. In reviewing the conceivable alternatives, however, it was noted that very few suitable alternatives exist and it was decided to continue with the existing development pattern. Within the Corridor Commercial areas, the City is committed to providing for auto-dependent and oriented uses while requiring reasonable development standards that will result in better urban design. Major commercial developments, including mobile home parks, shall be reviewed by the City for compatibility and consistency with the goals and objectives of this Plan. No minimum lot size is established, however, all future commercial land uses shall conform to the standards set forth in the Zoning Ordinance, including site plan review.

5. C-2 "Downtown Commercial"

The City has a strong commitment to foster a vibrant downtown. The C-2 Downtown Commercial designation is intended for commercial areas in and near the historic city center. New development in this district must be appropriate in scale and design to the existing downtown area. Private development and redevelopment and public improvements in the downtown district should enhance the pedestrian environment and provide a mix of uses and

Proposed Comprehensive Plan Amendments
Exhibit A - Page 4

services. Uses that are predominantly auto-dependent do not support these goals and are, therefore, restricted in Downtown Commercial areas.

6. C-3 "Community Commercial"

This designation is suitable for areas that contain existing commercial businesses that are auto-oriented, but at a scale that is similar to businesses in the historic city center. Such areas include, but may not be limited to, the commercial area south of downtown. To recognize existing uses, areas designated as Community Commercial are intended to provide for a range of businesses and services that are consistent with the present urban scale of the area. The scale of future development should reflect the transition between downtown uses and Corridor Commercial. Auto-oriented uses are permitted in this district, but on smaller lots with limited parking.

47. NC "Neighborhood Commercial"

Neighborhood Commercial areas within a community provide logical locations for people to gather and create a local business center among residential areas. This provides for efficient use of land and urban services, encourages walking as an alternative to driving, provides more employment and housing options, and provides both formal and informal community gathering places.

58. I "Industrial"

Industrial land is provided in an area of existing industrial use within the City limits of Madras and within the Madras Industrial Park. Future industrial development shall be reviewed by both the City and County to establish compatibility and consistency with the goals and objectives of this Plan.

69. O/S "Open Space"

The Open Space land use category is designed to show lands within the planning area that are established parks or lands that are under public ownership with established public uses taking place.

10. A/D Airport Development

Airport Development land use areas, as designated on the Comprehensive Plan Map, are intended to provide land adjacent to the airport facilities for future commercial and industrial uses, which may be dependent on air transportation.

711. Floodplain

The Willow Creek Floodplain, as established by the Federal Insurance Administration, is shown on the Comprehensive Plan Map as an overlay. The underlying land use categories shall control types of land uses that take place. The Floodplain designation is to indicate the special construction techniques to be utilized in this area. The City's Floodplain Ordinance shall be consulted before specific building permits are issued for construction in the area.

812. MO "Medical Overlay"

To provide for the growth and development of hospitals, clinics, or related health care facilities or complexes within a committed community service area. This overlay encourages the development of the facilities in a controlled development framework; provides for a variety of uses that may co-depend and/or support hospitals, clinics, or related health care facilities; protect such areas from encroachment of incompatible land uses that may have an adverse impact on the operation and future expansion of hospitals, clinics, or related health care facilities; and allows existing uses within the overlay boundary to remain conforming to the underlying zoning district.

Proposed Comprehensive Plan Amendments
Exhibit A - Page 5

13. AO "Airport Overlay"

This overlay designation is intended to prevent the establishment of air space obstructions in airport approaches and surrounding areas through height restrictions and other land use controls as deemed essential to protect the health, safety and welfare of the people of the City of Madras and Jefferson County.

ESTABLISHMENT OF URBAN GROWTH BOUNDARY AND URBANIZATION
URBAN GROWTH MANAGEMENT PLAN
AREAS OUTSIDE THE URBAN GROWTH BOUNDARY
ADMINISTRATIVE PROCEDURES

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 1

ARTICLE 1: INTRODUCTORY PROVISIONS
ARTICLE 2: BASIC PROVISIONS
SECTION 2.1: COMPLIANCE WITH ORDINANCE PROVISIONS
SECTION 2.2: ZONING APPLICATION
SECTION 2.3: TIME LIMIT ON A ZONING APPLICATION

SECTION 2.4: ESTABLISHMENT OF ZONING DISTRICTS AND OVERLAY DESIGNATIONS:
This ordinance hereby establishes the following land use zoning districts and overlay designations.
Overlay designations are subordinate to the primary zoning district. They are as follows:

ZONE	DESIGNATION
Single-family Residential	R-1
Multiple-family Residential	R-2
Planned Residential Development	R-3
<u>Corridor Commercial</u>	C-1
<u>Downtown Commercial</u>	C-2
<u>Community Commercial</u>	C-3
Neighborhood Commercial	NC
Industrial	I
Open Space	O/S
Airport Development	A/D

OVERLAY	DESIGNATION
Flood Hazard	FH
Medical Overlay	MO
Airport Overlay	AO

SECTION 2.5: LOCATION OF ZONES
SECTION 2.6: ZONING MAP
SECTION 2.7: ZONING DISTRICT BOUNDARIES
SECTION 2.8: ZONING OF ANNEXED AREAS
SECTION 2.9: CONFLICTING STANDARDS

ARTICLE 3: LAND USE ZONES
SECTION 3.1: SINGLE FAMILY RESIDENTIAL (R-1)
SECTION 3.2: MULTIPLE FAMILY RESIDENTIAL (R-2)
SECTION 3.3: MANUFACTURED HOMES - MANUFACTURED HOMES MEETING THE FOLLOWING CRITERIA ARE ALLOWED AS A PERMITTED USE IN BOTH THE R-1 AND R-2 ZONES:
SECTION 3.4: PLANNED RESIDENTIAL DEVELOPMENT (R-3)

SECTION 3.5: COMMERCIAL (~~C-4~~)

SECTION 3.5.1 CORRIDOR COMMERCIAL (C-1), DOWNTOWN COMMERCIAL (C-2) AND COMMUNITY COMMERCIAL (C-3)

A. PERMITTED USES.

1. Types of uses. For the purposes of this chapter, there are three types of uses:
 - (a) A permitted (P) use is a use which is permitted outright subject to site plan approval and to all of the applicable provisions of this title. If a use is not listed as a permitted use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 2

- (b) A conditional (C) use is a use the approval of which is at the discretion of the Planning Commission and subject to site plan approval. The approval process and criteria are set forth in 8-12.6. If a use is not listed as a conditional use, it may be held to be a similar unlisted use under the provisions of Section 8-12.9.27.
- (c) A prohibited (X) use is one which is expressly prohibited in the zone. In addition, uses not specifically listed as permitted or conditional in Table 3.5-1 or deemed to be similar uses pursuant to Section 8-12.9.27 are also prohibited.
2. Use table. A list of permitted, conditional and prohibited uses in commercial zones is presented in Table 3.5-1.

(Subject to site plan review.)

1. ~~Metels, hotels~~
2. ~~Recreational vehicle parks (see Section 3.5.2) (Planning Commission Review)~~
3. ~~Food stores.~~
4. ~~Automobile/truck service stations (requirements in Article IV, Section 8-12.4.14 also apply).~~
5. ~~Cafes and restaurants including drive-ins.~~
6. ~~All commercial uses including retail stores, service establishments, professional and other office, recreational enterprises, financial institutions, hotels, and similar uses.~~
7. ~~Telephone exchange, electrical substations, or public utilities, except for communication towers~~
8. ~~Fire, police, or other governmental buildings.~~
9. ~~Clubs and lodges.~~
10. ~~Electrical, plumbing, heating or paint sales, service and repair.~~
11. ~~Garage— automobile, light truck and trailer, or marine sales, rental storage, service and repair.~~
12. ~~Laundry or dry cleaning.~~
13. ~~Machine shop repair.~~
14. ~~Manufacture of artificial limbs, dentures, hearing aides, surgical instruments, and dressings or other devices employed by the medical or dental profession.~~
15. ~~Sign painting shop, sale or repair.~~
16. ~~Churches~~
17. ~~Storage Facility~~
18. ~~Residential occupancy(ies) located above the ground floor (1st floor) of the commercial structure, provided there is an existing or proposed commercial use on the 1st floor of the structure.~~
19. ~~Dwellings (existing and being lived in as of the adoption date of this ordinance revising this section) NO SITE PLAN REQUIRED FOR REPLACEMENT OR ADDITION TO THE EXISTING DWELLING, BUT A PLOT PLAN IS REQUIRED FOR LOCATION AND SETBACKS.~~
20. ~~Veterinary clinics~~
21. ~~Mertuary, crematorium~~

Table 3.5-1: Uses in the C-1, C-2 and C-3 Zones

<u>Uses</u>	<u>Corridor Commercial (C-1)</u>	<u>Downtown Commercial (C-2)</u>	<u>Community Commercial (C-3)</u>
Commercial:			
<u>Clubs and lodges, similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Eating and drinking establishments, including drive-through/drive-ins (1)</u>	<u>P</u>	<u>X</u>	<u>C</u>
<u>Eating and drinking establishments, excluding drive-through/drive-ins</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Entertainment uses, including theaters, indoor amusement uses such as bowling alleys, and similar uses</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Office uses including medical and dental offices, clinics and laboratories</u>	<u>P</u>	<u>P</u>	<u>P</u>

*Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 3*

<u>Uses</u>	<u>Corridor Commercial (C-1)</u>	<u>Downtown Commercial (C-2)</u>	<u>Community Commercial (C-3)</u>
Retail trade and services, except vehicle-oriented	P/C (5)	P/C (5)	P/C (5)
Retail trade and services, vehicle-oriented (2)	P/C (5)	X	C (5)
Personal and professional services, including laundromats, dry cleaners, barber shops and salons, bank and financial institutions, and similar uses (1)	P	P	P
Motels, hotels	P	P	P
Recreational vehicle parks subject to Section 8-12.3.5.1(D)	C	X	X
Veterinary clinics (3)	C	X	C
Mortuary, crematorium	P	C	P
Commercial storage facilities (4)	C	X	X
Repair Services	P	C (6)	P
Light manufacture (e.g., small-scale crafts, electronic equipment, furniture, similar goods) when in conjunction with retail	C	C	C
Bakeries and similar food processing where goods are to be sold primarily on-site and to the general public	P	C	P
Bulk fuel facilities	X	X	X
Temporary Uses subject to Section 8-12.3.5.1(C)	P	P	P
Public and Institutional			
Fire, police, or other government buildings	P	P	P
Libraries, museums, community centers, concert halls and similar uses	P	P	P
Public parking lots and garages	P	P	P
Public parks and recreational facilities	P	P	P
Schools (public and private)	C	C	C
Utilities, public or private (except towers)	P	P	P
Churches and places of worship	P	P	P
Residential			
Mixed use residential subject to Section 8-12.3.5.1(B)	C	C	C
Dwellings (existing as of [date])	P	P	P

Notes:

- (1) Drive-through or drive-in facilities are subject to the standards in Section 8-12.3.5.1(O)5(l).
- (2) "Vehicle oriented retail trade and services" refers to those uses where automobiles and/or other motor vehicles are an integral part of the use, including, but not limited to, businesses that repair, sell, rent, store, or service automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, and similar vehicles and equipment. Those retail uses selling automobile parts and similar items are not considered vehicle oriented uses provided no vehicle servicing is conducted on-site.
- (3) Veterinary Clinics – Boarding of animals in conjunction with a veterinary clinic may be approved provided that the applicant can show that odor, dust, noise and drainage shall not constitute a nuisance, hazard, or health problem to adjoining property or uses. Fencing and/or vehicular access and loading restrictions may be required to protect surrounding properties.
- (4) Commercial storage facilities may include areas designed for the outdoor storage of boats, RVs and similar items provided the applicant can show that the facility will not create a nuisance to surrounding properties and uses. All commercial storage activities not conducted within an enclosed building shall be screened from view of all adjacent properties and adjacent streets by a sight obscuring fence, landscaping or similar means. The sight obscuring fence shall be subject to the provisions of Section 8-12.4.3
- (5) Retail structures over 30,000 square feet are subject to Conditional Use approval by the Planning Commission.
- (6) No outdoor repair activity is permitted. Repair services are permitted only when conducted entirely indoors.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 4

~~B. LARGE RETAIL STRUCTURES (Big Box) DEVELOPMENT STANDARDS (Planning Commission Review) shall comply with Section 8-12.3.5 (M).~~

B. MIXED USE RESIDENTIAL. Residential uses (multiple-family dwellings) shall be permitted only when part of a mixed use development (residential with commercial or public/institutional uses) and subject to the following standards:

1. "Vertical" mixed use (housing above the ground floor) and "horizontal" mixed use (housing on the ground floor) developments may be permitted.
2. Within horizontal mixed use developments, residential uses shall be located behind commercial uses relative to the front lot line.
3. Access to residential uses shall not occupy more than twenty (20) feet or ten (10) percent (whichever is more) of frontage along the front lot line.

C. TEMPORARY USES. These uses may be seasonal or year and are for such activities as: mobile food vendors and sales of sunglasses, housewares, toys, crafts, vegetables and fruit stands. All temporary use permits are for business activities that are not located in a permanent structure that is built on a fixed foundation and would be commonly referred to as a building. All temporary uses must comply with State of Oregon health regulations and evidence of compliance (i.e., copy of permit, County Health Department Certificates, etc.) must be provided to the City of Madras Community Development Department prior to issuance of a temporary use permit. The following requirements shall be met and complied with prior to starting of business. (Seasonal or Year-long Temporary Use application required).

1. Seasonal Temporary Uses. This type of temporary use (and Seasonal Temporary Use Permit) is for a duration of not more than three (3) months (i.e. 90 consecutive days). To be eligible for a Seasonal Temporary Use Permit, the following information must be provided and conditions met and adhered to:
 - i. (a) The address and/or location where the Seasonal Temporary Use activity will occur.
 - ii. (b) Property Owner's written authorization for the use of the property for the Seasonal Temporary Use.
 - iii. (c) Duration of Temporary Use, including starting date and time, and ending date and time.
[Subsection C, Item 1, and Sub-Items i, ii, and iii, amended by Ordinance No. 734, Passed by Council on May 10, 2005.]
 - iv. (d) Hours of operation
 - v. (e) Obtain a Business License from the City of Madras prior to business operation.
 - vi. (f) The Temporary Use activity and all structures are to be removed from authorized site at least once each day and at all times when the activity is not open for business, except for a one-time exception not to exceed seven (7) consecutive days as specifically authorized by the (Community Development Director). For certain uniquely seasonal activities, like Christmas tree sales, 4th of July fireworks sales, the Community Development Director may allow a longer period.
[Sub-Item vi, added by Ordinance No. 734, Passed by Council on May 10, 2005.]
2. Year-long Temporary Uses. This type of use (and Year-long Temporary Use Permit) is required for any qualified Temporary Use activity that will exceed three (3) months (90 consecutive days) duration. The Temporary Use activity and all structures, buildings, vehicles and any other support structure or equipment must be removed from the property (location of selling product) every evening and be absent from the site for a period of not less than six (6) consecutive hours.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 5

The Year-long Temporary Use vendor must move around town and have a number of locations (no less than two) for the Temporary Use activity. No Year-long Temporary Use business activity can occur at the same location for more than 90 consecutive days without a 90 consecutive days absence from the same site before being allowed to return for another period not to exceed 90 consecutive days. To be eligible for a Year-long Temporary Use Permit, the following information must be provided and conditions met and adhered to:

~~{Amended by Ordinance No. 734, Passed by Council on May 10, 2005.}~~

- ~~i.(a)~~ The address and/or location where the Year-long Temporary Use activity will occur.
~~{Amended by Ordinance No. 734, Passed by Council on May 10, 2005.}~~

- ~~ii.(b)~~ Property owner's written authorization for the use of property for the Year-long Temporary Use.
~~{Amended by Ordinance No. 734, Passed by Council on May 10, 2005.}~~

- ~~iii.(c)~~ Hours of operation
- ~~iv.(d)~~ Duration of Year-long Temporary Use, including starting date and time, and ending date and time.
~~{Amended by Ordinance No. 734, Passed by Council on May 10, 2005.}~~

- ~~v.(e)~~ Shall obtain a Business License from the City of Madras prior to conducting business.
- ~~vi.(f)~~ All signage must comply with all state and local requirements.
~~{Amended by Ordinance No. 734, Passed by Council on May 10, 2005.}~~

- ~~vii.(g)~~ No furniture (i.e., table and chairs), separate awnings, or tents are permitted.
~~{Amended by Ordinance No. 734, Passed by Council on May 10, 2005.}~~

3. Temporary Structures may be placed on a lot while constructing an office or building.
~~{Amended by Ordinance No. 734, Passed by Council on May 10, 2005.}~~

D. ~~SECTION 3.5.2: RECREATIONAL VEHICLE PARKS~~ - Purpose: To provide for recreational vehicle parks, which are suitable for the placement and occupancy of recreational vehicles for recreational purposes with the necessary amenities.

1. ~~A.~~ Requirements:

- ~~(a)~~ 1-Recreational vehicle parks shall not be occupied by manufactured dwellings, except for one (1) dwelling (manufactured or conventional) for an on-site manager or care taker.
- ~~(b)~~ 2-Access shall be paved and have direct access onto a street.
- ~~(c)~~ 3-Site obscuring fencing or buffering of the RV park shall be provided.
- ~~(d)~~ 4-Entrance to the RV park shall be designed with an adequate parking area for those registering, or checking out without blocking access to the designated RV park spaces and will not cause congestion on adjacent streets.
- ~~(e)~~ 5-Lighting.
 - (i) Structural exterior lighting shall not project directly into an abutting lot.
 - (ii) Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.
 - (iii) Not be able to see source of light, or light reflective or amplifying device from outside property line.
 - (iv) No structure has blinking, strobe, or rotating light(s) unless required by FAA.
 - (v) Lighted poles shall not exceed twenty feet (20') in height.
- ~~(f)~~ 6-A dump station for discharging wastewater holding tanks shall be provided unless each space is equipped with a sewer connection.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 6

- (g) ~~7-~~RV park spaces shall provide on-site electrical, dump station or sewer connection, and water hookups.
 - (h) ~~8-~~Occupied RV park spaces shall not exceed 120 days by the same RV owner.
 - (i) ~~9-~~Accessory uses in conjunction with the RV park may include laundry facilities, playground, and convenience store.
2. ~~B-~~Regulations:
- (a) ~~1-~~No person shall establish or enlarge an RV Park without first obtaining the required approvals and permits as required by this Ordinance.
 - (b) ~~2-~~The following regulations and statutes must be adhered to by any applicant for an RV park permit in addition to all requirements included in this Ordinance:
 - (i) Oregon Revised Statutes regarding RV Parks.
 - (ii) Oregon State Health Division administrative rules regarding RV Parks.
 - (iii) Oregon State Building Codes regarding plans review and construction of the RV park.
3. ~~C-~~Procedure: An application for a RV Park approval must be included with the submittal of a Conditional Use Application.
- (a) ~~1-~~A completed application for an RV Park and the applicable fee submitted;
 - (b) ~~2-~~An area map at a scale which clearly shows the general neighborhood, streets, existing structures and facilities, hazard areas, and other significant features in the area;
 - (c) ~~3-~~A map of the proposed site showing all existing landscape features, existing structures, existing utilities (water, sewer, power, etc.) and existing vegetation;
 - (d) ~~4-~~A preliminary drawing indicating the general layout and design of the project, prepared at a suitable scale, to clearly show all streets, property boundaries, walkways, proposed permanent structures and recreational areas, parking and storage areas, and other facilities. Include approximate dimensions, where appropriate.
 - (e) ~~5-~~A preliminary utility plan, indicating sewer and water lines, electric, gas, telephone, cable television, and storm water facilities;
 - (f) ~~6-~~A conceptual landscaping plan indicating all existing vegetation to be retained, all proposed landscaping features including trees, shrubs, grass, flowering plants, fences, berms, and open space.
 - (g) ~~7-~~Access approach for the RV park must existing or approved by the governing jurisdiction.
 - (h) ~~8-~~The RV Park is compatible with the adjacent neighborhood.
 - (i) ~~9-~~The RV park shall not adversely affect the neighborhood, in which the RV park will be located.

E. ~~D-~~AREA REQUIREMENTS. None.

F. ~~E-~~SETBACK REQUIREMENTS.

- 1. Minimum Setback. None, except, structure(s) shall not be less than ten (10) feet from the property line, where the commercial lot line(s) abutting abuts a residentially zone parcel(s).
- 2. Maximum Setback. The maximum setback requirement applies only in the C-2 Downtown zone. The maximum allowable front yard setback in C-2 is five (5) feet. This standard is met when 100 percent of the front building elevation is placed no more than five (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 seating area) is provided between the building and front property line. On through lots (lots with front and rear frontage on a street), this standard applies only to the designated front setback.

G. ~~F-~~HEIGHT OF BUILDING.

- 1. Maximum Height. No commercial structure shall exceed a height of forty-five feet (45') without submitting a Variance Application and receiving prior authorization from the City Planning Commission and/or the City Council.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 7

2. Minimum Height. Within the C-2 zone, the minimum building height for building facades facing an arterial street shall be twenty (20) feet unless otherwise approved through the site plan approval process.
- H. G.—PARKING REGULATIONS. Shall meet the requirements of Table #1, Attachment 'A' in Section 8-12.4.7 and requirements of Sections 8-12.4.4 through 4.7 of the City's Zoning and Land Development Ordinance and shall be reviewed as part of the site plan review.
- I. H.—SANITATION REGULATIONS. Before any structure receives a Certificate of Occupancy, it shall be connected to the city sewer system; or where the structure is within three-hundred feet (300') of an existing city sewer.
- J. I.—WATER REGULATIONS. Before any structure receives a Certificate of Occupancy it shall be connected to the city water system unless authorized by the city for connection to any adjoining water system.
- K. J.—FLOODPLAIN. Any structure proposed to be located in the floodplain must meet Federal Emergency Management Agency (FEMA) and ordinance regulations.
- L. K.—LIGHTING.
1. Structural exterior lighting shall not project directly into an abutting lot.
 2. Outdoor lighting for safety purposes shall be allowed, however, the outdoor lighting shall not project directly into the abutting lot.
 3. Not be able to see source of light, or light reflective or amplifying device from outside property line.
 4. No structure has blinking, strobe, or rotating light(s) unless required by FAA.
 5. Lighted poles shall not exceed twenty feet (20') in height.
- M. Outdoor Storage, Trash Collection and Loading Areas. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.
- (a) Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.
 - (b) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.
 - (c) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot, where feasible.
 - (d) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure.
- L. USES PROHIBITED IN THE COMMERCIAL ZONE
1. ~~Bulk fuel facilities for loading and storage~~
- N. M. LANDSCAPING AND SCREENING.
1. Landscape plans shall be submitted with the site plan application and must receive approval.
 2. ~~1.—~~ All unused portions of the property shall be maintained with landscaping consisting of ground cover, or planted grass, shrubs, trees, flower beds, bark dust, or other suitable landscaping.
 3. ~~2.—~~ Property owner shall be responsible for establishing and maintaining the landscaping on the lot.
 4. ~~3.—~~ A minimum of fifteen percent (15%) of the total lot area shall be landscaped. This is submitted with the site plan application and must receive approval. ~~Within the C-2 zone, an E exception to~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 8

this provision may be granted where: ~~j. The proposed development is in the applicant provides alternative landscaping or pedestrian amenities, including, but not limited to, street trees, benches, and planters, established downtown area.~~

5. ~~ii-~~ Areas of the lot used for vehicle maneuvering, parking, loading, repair, or storage, shall be landscaped and screened as follows:
 - (a) ~~(A)-~~ At least seven percent (7%) of the parking lot area shall be landscaped. Trees shall be planted at a ratio of one tree per ten (10) parking spaces to achieve a canopy effect over fifty percent (50%) of the lot area.
 - (b) ~~(B)-~~ Landscape buffers are required between parking areas and streets and shall have a minimum width of three feet (3').
 - (c) ~~(C)-~~ Landscape buffers between parking abutting a property line shall have a minimum width of three feet (3').
 - (d) ~~(D)-~~ Front or exterior yard landscaping may not be submitted for the interior landscaping required for interior parking stalls.
 - (e) ~~(E)-~~ There shall be a minimum distance of five feet (5') between parking areas and adjacent residential lots.
 - (f) ~~(F)-~~ Landscape buffers shall consist of evergreens ground cover and shrubs mixed with a variety of flowering and deciduous plant species of trees and shrubs.
 - (g) ~~(G)-~~ Landscaping in a parking or loading area shall have a width of not less than five feet (5'). Landscaping in a parking lot or loading area shall be located in defined landscaped areas which are uniformly distributed throughout the parking or loading area.
6. ~~(H)-~~ Provision shall be made for the irrigation of planting area.
7. ~~(I)-~~ Required landscaping shall be continuously maintained.
8. ~~(J)-~~ Vegetation planted in accordance with an approved site plan shall be maintained by the property owner or developer. Plants or trees that die or are damaged shall be replaced and maintained.
9. ~~(K)-~~ Drainage. Surface drainage shall be contained on-site managed in accordance with the City's stormwater master plan.

O. N: DESIGN REVIEW: To provide design standards for commercial development within the city limits of Madras. These standards ensure that the public health, safety and general welfare are protected and the general interest of the public is served. The standards provide for originality, flexibility and innovation in site planning and development to enhance the special characteristics that make Madras a unique place to live.

1. Ordinance Provisions Applicability. Except as exempted by Section 3.5.O.2 #2, the provisions design standards of this ordinance section shall apply to the following activities:
 - (a) All new building construction.
 - (b) Any exterior modifications ~~to~~ or expansion of existing buildings.
 - (c) All new parking lots.
 - (d) All outdoor storage and display areas.
 - (e) All new signs.
 - (f) All new drive-through and drive-up facilities.
 - ~~f. All building expansions greater than 10,000 square feet.~~
 - ~~g. Structures shall be painted or repainted in a single primary color in whites, creams or earth tones with complimentary trim. The trim shall not exceed twelve inches (12") in width.~~
2. Exemptions. This ordinance section does not apply to the following activities:
 - (a) Maintenance of the exterior of an existing structure such as re-roofing or residing.
 - (b) Interior remodeling.
 - (c) Reconstruction of buildings located on properties which have been destroyed or substantially damaged by fire or natural causes. The building(s) shall be reconstructed in the same location as it existed prior to damage or destruction. Reconstruction shall commence within one (1) year of the damage or destruction.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 9

- (d) Building expansions as follows:
 - (i) Within the C-1 and C-3 zoning district, where the expansion does not exceed 25% of the gross square footage of the original building and where the expansion does not exceed or 10,000 square feet in area, whichever is less.
 - (ii) Within the C-2 zoning district, where the expansion does not exceed ten (10) percent of the gross square footage of the original building or 3,000 square feet in area, whichever is less.
- (e) Parking lot expansions not exceeding 25% of the gross square footage of the original lot and where the total amount of parking provided will not exceed 150% of the parking allowed by the Zoning Ordinance.
- 3. Process. In addition to the requirements of Section 8-12.4.8 (Site Plan Approval), the review authority (Community Development Director) shall approve, approve with conditions or deny an application based upon compliance with the site plan criteria, and design review standards of this section. Approval shall be obtained from the review authority prior to the issuance of a building permit for all activities described in Paragraph (1) of this section. The review authority for developments of 30,000 square feet or less shall be the Community Development Director. For developments of greater than 30,000 square feet, the Community Development Director shall forward the application to the Planning Commission.

The process is intended to be flexible. Therefore, where strict application of the design standards in this section would be counterproductive to the goal of encouraging high quality development that enhances the City, an applicant may propose alternative design solutions. However, the burden of proof shall be on the applicant to show that the alternative design better accomplishes the City's goals.

- 4. Application Requirements. The applicant shall attend a pre-application conference prior to filing an application for Design Review with the City. After attending the pre-application conference the applicant shall file an application for Design Review along with other applicable applications (site plan and/or conditional use) with the City.
- 5. Standards for Approvals for all Buildings 30,000 gross square feet or less. The review authority shall use the standards in this section and the criteria for site plan review to ensure compliance with the purpose of Design Review.
 - (a) Natural Features - Buildings shall be sited to protect areas of special interest or other natural features such as natural grade, trees, vegetation and rock out-croppings are encouraged to be incorporated into the overall site plan and may be calculated as part of the landscaping requirement if healthy and not damaged during construction.
 - (b) Building, location and orientation - New buildings shall have at least one principle building entrance oriented toward the primary frontage property line.
 - (c) Pedestrian Walkways
 - (i) Walkways from the sidewalk to building entrances. A continuous pedestrian walkway shall be provided from the primary frontage sidewalk for pedestrians to access building entrances. This internal walkway shall incorporate a mix of landscaping, benches, drop-off bays and bicycle facilities for at least 50% of the length of the walkway. This walkway is necessary for persons who will access the site by walking, biking or transit. Walkways shall be connected to adjacent sites wherever practicable.
 - (ii) Walkways from parking areas to building entrances. Internal pedestrian walkways shall be developed for persons who need access to the building(s) from the parking pods. The walkways shall be located within the pods and shall be designed to provide access from the pods to the entrances of the building(s). The walkways shall be designed to separate people from moving vehicles as much as possible. These walkways shall have a minimum width of 5 feet with no car overhang or other obstruction. The walkways must

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 10

- also be designed for disabled access according to the Uniform Building Code. This may require the walkways to be widened or modified.
- (iii) ~~The All internal pedestrian~~ walkways shall be distinguished from the parking and riving areas by use of any of the following materials: special pavers, bricks, raised elevation or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Other materials may be used if they are appropriate to the overall design of the site and building and acceptable to the review authority.
 - (iv) Pedestrian walkways shall be provided from the public sidewalk or right-of-way to the principle customer entrance of all principle buildings on the site.
 - (v) At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.
- (d) Mechanical equipment and service areas. Mechanical equipment and service areas shall be screened with visual barriers from adjacent properties, public roadways, parks, or other public areas. The architectural design of the building shall incorporate design features which screen, contain and conceal all heating, ventilation, air conditioning units, trash enclosures, dumpsters, loading docks and service yards.
- (e) ~~Building elevations, design. i. Exterior building design. (A) Buildings with~~ The exterior walls of buildings which can be viewed from a public street and which are greater than 50-20 feet in horizontal length shall be constructed using a combination of the architectural features identified in subsection (f), below, and a variety of building materials and landscaping near the walls. The minimum number of architectural features to be incorporated into each wall is three (3) in the C-1 and C-3 zones and four (4) in the C-2 zone. Walls which can be viewed from public streets shall be designed using architectural features and landscaping (abutting the building) for at least 50% of the wall length. Other walls shall incorporate architectural features and landscaping for at least 30% of the wall length. (C) A Where appropriate, a portion of the on-site landscaping shall abut the walls so that the vegetation combined with the architectural features significantly reduce the visual impact of the building mass as viewed from the street.
- (f) ~~(B) Architectural Features. Architectural features are elements that complement the design intent of the structure and are acceptable to the review authority. Architectural features shall be appropriate for the proposed building type and style and features may vary on rear/side/front elevations. Architectural features include, but are not limited to the following:~~
- (i) recesses,
 - (ii) projections,
 - (iii) wall insets,
 - (iv) arcades,
 - (v) window display areas,
 - (vi) awning,
 - (vii) balconies,
 - (viii) window projections (e.g., bay windows),
 - (ix) permanent landscape structures (e.g., built-in planter boxes),
 - (x) cupolas or towers,
 - (xi) pillars or posts,
 - (xii) decorative patterns on exterior finish (e.g. scales/shingles, wainscoting, ornamentation, and similar features),
 - (xiii) window trim (minimum four (4) inches wide),
 - (xiv) ~~or~~ other features that complement the design intent of the structure and are acceptable to the review authority.
- (g) ~~(D) Building materials. The predominant building materials should be materials that are characteristic of Central Oregon such as brick, wood, native stone and tinted/textured~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 11

- concrete masonry units and/or glass products. Other materials such as smooth-faced concrete block, undecorated tilt-up concrete panels, or pre-fabricated steel panels should only be used as accents and not dominate the building exterior of the structure. Within the Downtown Commercial (C-2) zone, the following exterior finish materials are prohibited (except when used as foundation materials): smooth-faced (plain) concrete block, plain concrete panels, corrugated metal, plywood, sheet press board, and vinyl siding. Metal roofs may be allowed if compatible with the overall architectural design of the building.
- (h) ii.-Roof Design. Roofs should be designed to reduce the apparent exterior mass of a building, add visual interest and be appropriate to the architectural style of the building. Variations within one architectural style are highly encouraged. Visible roof lines and roofs that project over the exterior wall of a building enough to cast a shadow on the ground are highly encouraged. Architectural methods shall be used to conceal flat roof tops. Overhanging eaves, sloped roofs and multiple roof elements are highly encouraged.
- (i) iii.-Customer Entrances. Clearly defined, highly visible customer entrances using features such as canopies, porticos, arcades, arches, wing walls, and integral planters are highly encouraged. Within the Downtown Commercial (C-2) zone, buildings must provide weather protection for patrons using customer entrances. At a minimum, the main public entrance must have an awning, canopy, arcade, or similar feature that provides weather protection.
- (j) iv.-Community Amenities, such as patio/seating areas, water features, art work or sculpture, clock towers, pedestrian plazas with park benches or other features located adjacent to the primary entrance to the building(s) are highly encouraged and may be calculated as part of the landscaping requirement.
- (k) f.—Building and Sign Colors: Exterior colors shall be of low reflectance, subtle, neutral or earth tone colors. The use of high intensity colors such as black, neon, metallic or florescent for the facade and, or roof of the building are prohibited except as approved for building trim. The use of Trademark colors will require approval.
- (l) Drive-Through and Drive-up Facilities: The regulations of this section apply to all uses that have drive-through or drive-up facilities and apply only to the portions of the site development that comprise the drive-through or drive-up facility.
- (i) Stacking lanes must be set back 5 feet from all lot lines.
- (ii) All driveway entrances, including stacking lane entrances, must be at least 50 feet from an intersection.
- (iii) Stacking lanes must be designed so that they do not interfere with parking and vehicle circulation.
- (iv) Stacking lanes must be clearly identified and separated from parking and travel areas through such means as striping, curbing, landscaping, and signs.
- (v) Gasoline service stations. A minimum of 30 feet of stacking lane is required between a curb cut and the nearest gasoline pump.
- (vi) Drive in restaurants. A minimum of 150 feet for a single stacking lane or 80 feet per lane when there is more than one stacking lane is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
- (vii) Other drive-through and drive-up facilities. A minimum of 45 feet for a single stacking lane or 30 feet when there is more than one stacking lane is required. A stacking lane is measured from the curb cut to the area where the service is provided. Stacking lanes do not have to be linear.
- (m) Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 12

6. The Standards for Buildings Greater than 30,000 Gross Square Feet (Big Box Stores). The purpose of these regulations are to break up the apparent mass and scale of large retail structures and to ensure that such development is compatible with, and does not detract from the City of Madras' unique character, scale, and sense of place. To encourage a mixture of uses and sizes of structures and to promote and facilitate a safe and comfortable pedestrian scale environment, as well as to reduce the visual impact of large areas of parking. The building(s) shall be kept in good condition and shall be the responsibility of the property owner or building owner. The standards in this section shall apply in addition to the standards of 8-12.3.5(O)5. In case of a conflict, the more restrictive standards shall prevail.
- (a) Size and Mass. No single retail establishment greater than 150,000 gross square feet is permitted. However, the total structure can be larger than 150,000 gross square feet so long as no single retail space exceeds 150,000 gross square feet.
- (b) Building Design. Buildings should have architectural features and patterns that provide visual interest, at the scale of the pedestrian, reduce massive aesthetic effects, and reflect the local character. The following elements should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint: color changes, material changes, texture changes and relief feature (such as offsets, projections and reveals):
- (i) Architectural Unity. All buildings on the same site shall be architecturally unified. ~~This provision shall apply to new construction, additions and remodeling.~~ Architectural unity means that buildings shall be related in architectural style, color scheme, and building materials.
- (ii) Exterior Materials. Predominant exterior building materials shall be of high quality material. These include, without limitation: brick, exterior wood siding, rock, stone or tinted and textured concrete masonry units. Facade colors shall be neutral or earth tone colors. Building trim and accent areas may feature brighter colors, including primary colors, but these colors may not comprise more than 15% of any building facade. The use of high intensity, metallic, black or fluorescent colors including primary colors. Exterior building materials shall not include the following:
- (a) Smooth-faced concrete block;
- (b) Smooth-faced tilt-up concrete panels; or
- (c) Pre-fabricated steel panels
- (iii) Facades and Exterior Walls. The following standards, which apply to all building facades which are visible from adjoining public streets or properties, are intended to reduce the massive scale of large buildings which, without application of these standards, be incompatible with City's desired character.
- (a) Facades greater than *150 feet in length*, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least 3% of the length of the facade and extending at least 20% of the length of the facade. No uninterrupted length of any facade shall exceed 150 horizontal feet.
- (iv) Roofs. The following standards are intended to foster variations in roof lines to add interest to, and reduce the massive scale of, large buildings. Roof features should complement the character of adjoining development. Roofs shall have no less than two (2) of the following features:
- (a) Parapets concealing flat roofs and rooftop equipment, such as HVAC units from the public view. The average height of such parapets shall not exceed 15% of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. Such parapets shall feature three dimensional cornice treatment and shall not be of a constant height for a distance of greater than 150 feet.
- (b) Overhanging eaves, extending no less than 3 feet past the supporting walls, for no less than 30% of the building perimeter.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 13

- (c) Sloping roofs that do not exceed the average height of the supporting walls, with an average slope greater than or equal to one (1) foot of vertical rise for every three (3) feet of horizontal run and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run.
- (d) Three or more roof slope planes.
- (v) Entryways. Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The following standards identify desirable entryway design features:
 - (a) Large retail buildings shall feature multiple entrances that are separated by not more than 300 feet along any side of a building requiring customer entrances. Multiple building entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores, or identified departments of a store. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face bordering land uses.
 - (b) All sides of a principle building that directly faces an abutting public street shall feature at least one customer entrance. Where a principle building directly faces more than two (2) abutting public streets, this requirement shall apply only to two (2) sides of the building, those sides which are abutting the streets.
 - (c) When structures are adjacent to a residential zone and separated from that zoning district by a public or private street, the structure shall have at least one (1) entryway facing that street.
 - (d) Each principle building on a site shall have clearly defined, highly visible customer entrances featuring no less than three (3) of the following:
 - (i) Canopies or porticos;
 - (ii) Overhangs;
 - (iii) Recesses/projections;
 - (iv) Arcades;
 - (v) Raised corniced parapets over the door;
 - (vi) Peaked roof forms;
 - (vii) Arches;
 - (viii) Outdoor patios;
 - (ix) Display windows;
 - (x) Architectural details, such as tile work and moldings which are integrated into the building structure and design; or
 - (xi) Integral planters that incorporate landscaped areas and/or places for sitting.
- (vi) Multiple Entryways. Multiple entryways or architectural features shall be incorporated into the design in order to break up the apparent mass and scale of large retail structures. Entrances may be to tenant spaces other than the primary retail tenant. For structures:
 - (a) 50,000 square feet to 75,000 square feet, there shall be a clearly articulated public entrance on at least two (2) sides of the structure. At least one (1) such entrance shall be visible from a public street and connected to that street by a pedestrian sidewalk.
 - (b) 75,000 square feet and above, shall provide a significant pedestrian amenity such as outdoor seating areas, play areas for children, and public courtyards.
- (c) Site Design. All buildings and enclosures shall be designed to be compatible with the primary structure. Compatibility shall be measured in terms of design, form, use of materials and color.
 - ~~(a) Integration into the Street Network. Applicant shall work with the City Public Works Department to ensure that internal and new street(s) shall connect to existing streets or be designed to facilitate future connections to the maximum extent possible. The need for a~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 14

~~Traffic Impact Study (TIS) and/or a Traffic Control Device Study shall be determined by the City Public Works Director. (b)~~

- (i) Community Spaces. Large retail developments shall provide outdoor spaces and amenities to link structures with the remainder of the community. Passenger drop-off/pick-up points shall be integrated with traffic patterns on the site. Special design features shall enhance the building's function as a center of community activity. Each retail development shall provide at least two (2) of the following design features, which shall be constructed of materials that match the principle structure and linked by sidewalks to the principle structure:
- (a) Patio/seating area;
 - (b) Pedestrian plaza with benches;
 - (c) Window shopping walkway;
 - (d) Outdoor playground area; or
 - (e) Water feature, clock tower; ~~or~~
- (d) Landscaping: all buildings shall provide the following landscaping, and shall be the property owner's responsibility to ensure that the landscaping remain healthy and in good condition:
- (a) A landscaped buffer of at least twenty (20) feet in width shall be provided along all property lines abutting roadways, with breaks for approved access points. A minimum of 5 feet wide landscape buffer shall be planted along all other property lines. No parking is permitted within these required landscape areas.
 - (b) ~~A minimum of five (5) percent of the area within the boundaries of the parking lot shall be landscaped.~~ Landscaped areas shall be protected by raised curbs or fixed wheel stops approved by the City Public Works Department. A variety of trees, shrubs and flowers shall be incorporated into the landscaping.
- (e) Pedestrian Circulation. Pedestrian accessibility opens auto-oriented developments to nearby neighborhoods, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for internal pedestrian circulation systems that will provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience.
- (a) ~~Pedestrian walkways, no less than five (5) feet in width, shall be provided from the public sidewalk or right-of-way to the principle customer entrance of all principle buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that includes trees, shrubs, benches, flower beds, groundcover, or other such materials.~~
 - (ii) (b) Sidewalks, no less than six (6) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. These sidewalks shall be located at least six (6) feet from the front of the building to provide planting beds for foundation landscaping, except here features such as arcades or entryways are part of the facade.
 - (iii) (b) Weather protection features such as awnings or arcades shall extend at least twenty (20) feet from all customer entrances.
 - (a) ~~All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.~~
- (f) Parking Orientation. Parking areas shall provide safe, convenient, and efficient access. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks and to reduce the overall scale of the paved surface. When buildings are located closer to streets, pedestrian traffic is encouraged and architectural details take on added importance. *To achieve this, for any retail building, no more than twenty (20) percent of the off-street parking area for the entire property shall be located*

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 15

between the principle building(s) and an arterial street, unless other buildings located between the principle building and the arterial street extend along at least fifty (50) percent of the frontage between the arterial and the principle building.

- ~~(a) Vehicle traffic utilizing drive-up windows on buildings within the development shall be designed for pedestrian safety, and not conflict with the pedestrian traffic.~~
- ~~(xi) Lighting. Must comply with requirements in Section 8-12.3.5(K).~~
- (g) ~~(xii) Outdoor Storage, Trash Collection and Loading Areas. The following standards are intended to reduce the impacts of outdoor storage, loading and operations areas on adjacent land uses.~~
 - ~~(a) Areas for truck parking and loading shall be screened by a combination of attractive structures and evergreen landscaping to minimize visibility from adjacent streets.~~
 - ~~(b) Outdoor storage, loading and operations areas shall be attractively screened from adjacent parcels and streets.~~
 - ~~(c) Outdoor storage, trash collection and/or compaction, loading or other such uses shall be located in the rear of the lot.~~
 - ~~(d) Outdoor storage, HVAC equipment, trash collection, trash compaction and other service functions shall be incorporated into the overall site design. Views of these areas shall be screened from visibility from all property lines and separated from sidewalks and on-site pedestrian ways. Screening structures shall be made of the same materials as the principle structure;~~
 - (i) ~~(e) Areas for the storage and sale of seasonal merchandise shall be permanently defined and screened with walls and/or fences. Materials, colors and design of screening walls and or fences shall conform to those used as in the principle structure. If such areas are to be covered, then the covering shall conform to the colors on the building.~~
 - (ii) ~~(f) Outdoor display and storage shall not encroach on any portion of a walkway, drive aisles or required parking spaces. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within 30 feet of any internal pedestrian way.~~

SECTION 3.5.1.3.5.2: NEIGHBORHOOD COMMERCIAL (NC)

- SECTION 3.6: INDUSTRIAL (I)
- SECTION 3.7: MANUFACTURED DWELLING PARK
- SECTION 3.8: OPEN SPACE (O/S)
- SECTION 3.9: AIRPORT DEVELOPMENT ZONE
- SECTION 3.10: AIRPORT OVERLAY DESIGNATION
- SECTION 3.11: MEDICAL OVERLAY (MO)

ARTICLE 4: SUPPLEMENTARY PROVISIONS

- SECTION 4.1: MAINTENANCE OF MINIMUM ORDINANCE REQUIREMENTS
- SECTION 4.2: ACCESS
- SECTION 4.3: FENCES

SECTION 4.54: OFF-STREET PARKING AND LOADING -

~~Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs. General provisions are as follows:~~

- A. ~~The provision and maintenance of off-street parking and loading spaces is a continuing obligation of the property owner. Should the owner or occupant of any lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements are complied with.~~

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 16

B. Requirements for types of buildings and uses not specifically listed in this ordinance shall be determined by the Hearings Body based upon the requirements for comparable uses listed. ~~In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately.~~

~~Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.~~

~~Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building.~~

C. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business or use.

D. Loading. Buildings or structures to be built or substantially altered, which receive and distribute materials and merchandise by trucks shall provide and maintain off-street loading berths. Off-street parking areas used to fulfill requirements of this ordinance shall not be used for loading and unloading operations except during periods of the day when not required to care for parking needs.

1. In any zone in connection with every building or part thereof hereafter erected and having a gross floor area of 10,000 square feet or more, which is to be occupied for manufacturing, storage, warehousing, goods display, retail sales, a hotel, a hospital, a mortuary, a laundry, dry cleaning establishment, or other uses similar requiring the receipt or distribution by vehicles or materials or merchandise, there shall be provided and maintained at least one (1) off-street loading berth, plus one (1) additional such 20,000 square feet. Said loading berth shall be provided with access, driveways and surfacing in the same manner as for off-street parking, except that each space shall be ten feet (10') wide and twenty-two feet (22') long with a height clearance of at least fourteen feet (14'). A sight obscuring screen, berm or landscaping shall conceal all loading areas from view from public streets or roads.
2. Loading and unloading of merchandise, equipment, etc. shall not be permitted from public streets or roads.

SECTION 4.45: OFF-STREET PARKING - At the time a building is constructed or enlarged by fifty percent (50%) or more, off-street parking spaces shall be provided as set forth in this section.

A. Amount required. The number of required off-street vehicle parking spaces shall be determined in accordance with Table 4.5-1. Off-street parking spaces may include spaces in garages, carports, parking lots, 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.

1. The square footage measured shall be the gross floor area of the building but shall exclude any space within a building devoted to off-street parking or loading. When the number of employees is specified, persons counted shall be those working on the premises, including proprietors, during the largest shift at peak season.
2. In the event that several uses occupy a single structure or parcel of land, the total requirements or off-street shall be the sum of the requirements of the several uses computed separately, unless it can be shown that the peak parking demands are less. In that case, the total requirement may be reduced accordingly.
3. Owners of two (2) or more uses, structures or parcels of land may agree to utilize jointly the same parking and loading spaces as long as peak demand for each does not overlap; provided, that satisfactory legal evidence is presented to the city in the form of deeds, leases or contracts to establish the joint use.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 17

4. On-Street Parking Credit. Within the C-2 and C-3 zoning districts, credit may be allowed for "on-street parking". The amount of off-street parking required may be reduced by one off-street space for every on-street space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking. On-street parking spaces shall meet the dimensional requirements of Table 4.6-1.

B. Location

1. Except as allowed pursuant to Section 3.5.1.O.6(f), no automobile parking, with the exception of handicapped parking, is permitted between the building and an arterial, or collector unless the Community Development Director determines there is no feasible alternative to provide the required parking. If a building setback is provided, the setback area shall be paved with a hard surface (concrete or unit pavers, not asphalt) and shall incorporate seating and landscaping. A public entrance shall be within one-hundred feet (100') of the right-of-way of an arterial or collector street.
2. Development on lots or sites with three (3) frontages may have vehicle parking areas between the building and one (1) of the streets. Development on full blocks may have vehicle parking areas between the building and two (2) of the streets. However, the vehicle area must be between a local street and the building, not an arterial, other than a freeway or other fully controlled access highway.
3. Parking lots with fifty (50) spaces or more shall be divided into separate areas and divided with landscaped areas or walkways at least ten feet (10') in width or by a building or group of buildings.
4. Parking lots shall not occupy more than thirty-three percent (33%) of the frontage of a block on any pedestrian oriented streets.
5. Off-street parking spaces for dwellings shall be located on the same parcel with these dwellings. Other required parking spaces shall be located not farther than three hundred feet (300') from the building or use they are required to serve, measured in a straight line from the building, unless otherwise approved by the Community Development Director.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 18

Table 4.5-1 Required Vehicle Parking

BUILDING TYPE	PARKING SPACES REQUIRED (Spaces per 1,000 sq. ft. unless otherwise noted)
Commercial and Industrial	
Office Buildings, Banks	2.5 spaces
Business and Professional Services	3.3 2.86 spaces
Commercial Recreational Facilities	10.0 spaces
Shopping Goods (Retail)	5.0 2.86 spaces
Convenience Goods (Retail)	5.0 2.86 spaces
Restaurants	10.0 spaces
Personal Services and Repairs	5.0 2.86 spaces
Manufacturing	2.0 spaces
Warehouses	1.0 spaces
Wholesale	1.5 spaces
Residential	
Single Family Dwelling	1 space per dwelling unit
Duplexes	1 space per dwelling unit
Multiple Family Dwelling	1 space per dwelling unit
Apartment Hotels, Rooming Houses	1 space per dwelling unit
Hotels (spaces per bedroom)	1 space per bedroom
Motels (spaces per bedroom)	1 space per bedroom
Public Buildings	
Museums and Libraries	3.3 spaces
Public Utilities	3.3 spaces
Welfare Institutions	2.5 spaces
Medical Buildings	
Medical and Dental Offices	5.0 2.86 spaces
Hospitals	10.0 spaces
Convalescent Homes <u>or assisted living</u>	5.0 spaces 1.0 space per 2 patient beds or one space per apartment unit
Auditoriums	
General Auditoriums and Theaters	0.25 spaces per seat
Stadiums and Arenas	0.25 spaces per seat
School Auditoriums	0.10 spaces per seat
University Auditoriums	0.10 spaces per seat

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 19

Table #1 - ZONING REQUIREMENTS FOR OFF-STREET PARKING

BUILDING TYPE	RANGE	MODE* (Peak Hour) (Spaces per 100 Sq. Ft.)	MEAN (Avg. Low)
Commercial and Industrial			
Office Buildings, Banks	0.08 - 1.33	0.25	0.33
Business and Professional Services	0.08 - 1.33	0.33	0.37
Commercial Recreational Facilities	0.16 - 2.00	1.00	0.79
Shopping Goods (Retail)	0.06 - 3.00	0.50	0.44
Convenience Goods (Retail)	0.10 - 1.33	0.50	0.44
Restaurants	0.06 - 2.00	1.00	0.75
Personal Services and Repairs	0.08 - 1.00	0.50	0.40
Manufacturing	0.05 - 1.00	0.20	0.25
Warehouses	0.07 - 1.00	0.10	
Wholesale	0.05 - 1.00	0.15	0.16
Residential		(Spaces per Unit)	
Single Family Dwelling	0.50 - 3.00	1.00	1.28
Duplexes	0.50 - 2.00	1.00	1.26
Multiple Family Dwelling	0.50 - 2.00	1.00	0.97
Apartment Hotels, Rooming Houses	0.25 - 1.50	1.00	1.00
Hotels (spaces per bedroom)	0.16 - 2.00	1.00	0.97
Motels (spaces per bedroom)	0.25 - 1.25	1.00	1.00
Public Buildings		(Spaces per 100 Sq. Ft.)	
Museums and Libraries	0.10 - 3.33	0.33	0.42
Public Utilities	0.10 - 1.00	0.33	0.29
Welfare Institutions	0.10 - 0.67	0.25	0.20
Medical Buildings		(Spaces per 100 Sq. Ft.)	
Medical and Dental Offices	0.08 - 1.33	0.50	0.43
Hospitals	0.10 - 2.00	1.00	0.28
Convalescent Homes	0.08 - 1.00	0.50	0.35
Auditoriums		(Spaces per Seat)	
General Auditoriums and Theaters	0.06 - 0.33	0.25	0.2
Stadiums and Arenas	0.05 - 0.33	0.25	0.2
School Auditoriums	0.05 - 0.25	0.10	0.14
University Auditoriums	0.06 - 0.25	0.10	0.15

Existing table to be deleted

* The mode value is usually also the value recommended for this zoning ordinance. The mode of a set of measurements is defined to be the measurement that occurs most often (with the highest frequency). The above diagram is explanatory to Parking Table.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 20

SECTION 4.6: DESIGN AND IMPROVEMENT STANDARDS FOR PARKING LOTS - The design and improvement standards for parking lots are:

- A. Parking Table and Diagram - Table 4.6-1 provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.
- B. Each parking space or stall shall be governed by the requirements of Section 4.8 Table 4.6-1, and in no case have less than a minimum width of eight feet (8') and a minimum length of eighteen feet (18') but in any case must have at least a total area of 144 square feet and must be individually accessible, be paved, and be adequately maintained.
- C. Except for parking in connection with dwellings, parking and loading areas adjacent to or within a residential zone or adjacent to a dwelling shall be designed to minimize disturbance to residents by the erection between the uses of a sight-obscuring fence or planted screen of not less than five feet (5') in height except where vision clearance is required.
- D. Parking spaces along the outer boundaries of a parking lot shall be contained by a bumper rail or by a curb which is at least four inches (4") high and which is set back a minimum of one and one-half feet (1-1/2') from the property line.
- E. Artificial lighting which may be provided shall not shine or create glare in any residential zone or on any adjacent dwelling.
- F. Access aisles shall be of sufficient width to permit easy turning and maneuvering.
- G. Except for single-family and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.
- H. Service drives to off-street parking areas shall be designed and constructed both to facilitate the flow of traffic and to provide maximum safety for vehicles and pedestrians. The number of service drives shall be limited to the minimum that will accommodate anticipated traffic.
- I. Driveways shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining said lines through points thirty feet (30') from their intersection.
- J. The following standards shall apply to parking within the industrial zone.
 1. Parking shall be located at the rear and sides of a new building; parking can only be allowed in the front of the building (between the landscaping and street) upon approval by the Site Plan Committee.
 2. Parking shall not be allowed on collectors or arterials when industrial zoning is contiguous to said street.
 3. All parking areas shall be limited to sixty (60) spaces plus access--additional required parking shall be separated by five (5) foot landscaped strips except for access. The sixty (60) parking spaces shall be referred to as a cluster of parking.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 21

Parking Table 4.6-1 Parking Area Dimensions

A	B	C	D	E	F	G
Parallel	8'0"		12.0	22.00	20.0	2
8'0"	13.6	11.0	23.4	24.6		
20 degrees	8'6"	14.1	11.0	24.9	25.1	1
9'0"	14.6	11.0	26.3	25.6		
10'0"	15.5	11.0	29.2	26.5		
8'0"	16.0	11.0	16.0	27.0		
8'6"	16.4	11.0	17.0	27.4		
30 degrees	9'0"	16.8	11.0	18.0	27.8	1
9'6"	17.3	11.0	19.0	28.3		
10'0"	17.7	11.0	20.0	28.7		
8'0"	18.4	14.0	11.3	32.4		
8'6"	18.7	13.5	12.0	32.2		
45 degrees	9'0"	19.1	13.0	12.7	32.1	3
9'6"	19.4	13.0	13.4	32.4		
10'0"	19.8	13.0	14.1	32.8		
8'0"	19.7	19.0	9.2	38.7		
8'6"	20.0	18.5	9.8	38.5		
60 degrees	9'0"	20.3	18.0	10.4	38.3	3
9'5"	20.5	18.0	11.0	38.5		
10'0"	20.6	18.0	11.5	38.8		
8'0"	19.8	20.0	8.5	39.8		
8'6"	20.1	19.5	9.0	39.6		
70 degrees	9'0"	20.4	19.0	9.6	39.4	3
9'6"	20.6	18.5	10.1	39.1		
10'0"	20.9	18.0	10.6	38.9		
8'0"	19.2	25.0	8.1	44.2		
8'6"	19.3	24.0	8.6	43.3		
80 degrees	9'0"	19.4	24.0	9.1	43.4	3
9'6"	19.5	24.0	9.6	43.5		
10'0"	19.6	24.0	10.2	43.6		
8'0"	18.0	26.0	8.0	44.0		
8'6"	18.0	25.0	8.5	43.0		
90 degrees	9'0"	18.0	24.0	9.0	42.0	3
9'6"	18.0	24.0	9.5	42.0		
10'0"	18.0	24.0	10.0	42.0		

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 22

SECTION 4.7: ~~BICYCLE PARKING PARKING TABLE AND DIAGRAM~~ - The following table (attached as Exhibit "A") provides the minimum dimensions of public or private parking areas based on the diagram on the same page where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width and "G" is the maximum permitted decrease in clear aisle width for private parking areas.

- A. ~~Bicycle parking Applicability~~: Multi-family development of four (4) units or more, new retail, office and institutional development, transit transfer stations, and park and ride lots must provide bicycle parking facilities.
- B. ~~Exemptions~~ - The City Administrator may allow exemptions to required bicycle parking in connection with temporary uses that are not likely to generate the need for bicycle parking.
- C. ~~Number of Spaces~~ - The minimum number of bicycle parking spaces which are required shall be at least one (1) bicycle space for every ten (10) automobile parking spaces required under "mode" on Table 4.5-1, #1 designating parking space requirements according to type of use.
~~The number of automobile parking spaces may be reduced, where desired, by ten (10) for each additional bicycle parking space constructed above the minimum under this provision. However, the number of automobile parking spaces may not be reduced below the minimum described under the "range" column in Table #1. In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.~~
- D. ~~Location~~ - All required bicycle parking shall be located on-site within fifty feet (50') of well-used entrances and not farther from the entrance than the closest off-street parking space. ~~With the written permission of the appropriate authority having responsibility for the public right-of-way, short-term parking may be located in the public right-of-way.~~
1. ~~4. Multiple Uses~~ - For buildings with multiple entrances, required short term bicycle parking shall be distributed proportionally at the various entrances. Required long-term public parking shall also be distributed at the various public entrances, while employee parking shall be located at the employee entrance, if applicable.
 2. Bicycle parking may be provided within a building, but the location must be easily accessible for bicycles.
~~In areas of demonstrated, anticipated, or desired high bicycle use, additional bicycle parking, in exchange for required motor vehicle parking, may be authorized by the Hearings Body or Community Development Director.~~
 3. Employee and residential bicycle parking shall offer a high level of security, i.e., bicycle lockers or a locked cage or room with locking facilities inside, to provide safe, long-term parking.
 4. Bicycle parking may be provided within the public right-of-way in areas without building setbacks, subject to approval of the Public Works Director and provided it meets the other bicycle parking requirements.
 5. Bicycle parking facilities shall be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.
 6. Cover for bicycle parking shall be provided by a bicycle storage room, bicycle locker, or racks inside a building; bicycle lockers or racks in an accessory parking structure; underneath an awning, eave, or other overhang; or other facility as determined by the Hearings Body or Community Development Director that protects the bicycle from direct exposure to the elements.
 7. All required long-term bicycle parking and all bicycle parking for residential, school, and industrial uses must be covered.
- E. ~~5. Parking Space Dimensions~~ - Each required bicycle parking space shall be at least two and a half feet (2 ½') by six feet (6') and when covered, provide a vertical clearance of at least seven feet (7'). An access aisle of at least five feet (5') wide shall be provided and maintained beside or between each row of bicycle parking (vertical clearance may be four feet (4') in an enclosed bicycle locker). Each required bicycle parking space must be accessible without moving another bicycle.

Proposed Amendments to the Zoning Ordinance (Ord. No. 8-12)
Exhibit B - Page 23

- F. ~~6.—~~Parking Facilities - The intent of this subsection is to ensure that required bicycle parking facilities are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.
1. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e. a "rack") upon which the bicycle can be locked.
 2. Bicycle racks must hold bicycles securely by means of the frame. The frame must be supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels.
- G. ~~7.—~~Lighting - Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well lit as motor vehicle parking.
- H. ~~8.—~~Signing - Areas set aside for required bicycle parking must be clearly marked and reserved for bicycle parking only. ~~9.—~~Alternative 1 - Where bicycle parking facilities are not directly visible and obvious from the public right-of-way, entry and directional signs shall be provided to direct bicyclists from the public right-of-way to the bicycle parking facility. Directions to employee parking facilities may be signed or supplied as appropriate.
- I. ~~10.—~~Paving/Surfacing - Outdoor bicycle parking facilities shall be surfaced in the same manner as the motor vehicle parking or with a minimum of one inch (1") thickness of hard surfacing (i.e. asphalt, concrete, pavers, or similar material). This surface will be maintained in a smooth, durable, and well-drained condition.
- J. Rental - Bicycle parking spaces required by this ordinance may not be rented or leased except where required motor vehicle parking is rented or leased.

SECTION 4.8: SITE PLAN APPROVAL
SECTION 4.9: MOVING BUILDINGS
SECTION 4.10: ILLEGAL OCCUPANCY
SECTION 4.11: VISION CLEARANCE
SECTION 4.12: SIGNS
SECTION 4.13: HISTORIC STRUCTURE PRESERVATION
SECTION 4.14: MINIMUM STANDARDS FOR THE CONSTRUCTION OR ALTERATION OF SERVICE STATIONS
SECTION 4.15: SERVICE STATION ABANDONMENT
SECTION 4.16: RIPARIAN HABITAT PROTECTION
SECTION 4.17: WETLAND NOTIFICATION
ARTICLE 5: EXCEPTIONS AND VARIANCES
ARTICLE 6: CONDITIONAL USES
ARTICLE 7: ANNEXATION
ARTICLE 8: AMENDMENTS
ARTICLE 9: ADMINISTRATIVE PROVISIONS
ARTICLE 10: GENERAL PROVISIONS

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 1

ARTICLE 1: INTRODUCTORY PROVISIONS

SECTION 1.0	TITLE
SECTION 1.1	PURPOSE
SECTION 1.2	TERMINOLOGY
SECTION 1.3	GENERAL DEFINITIONS
SECTION 1.4	SPECIFIC DEFINITIONS

SECTION 1.5 DEFINITIONS

Area of Sign: The maximum area of the sign shall not exceed one-hundred fifty (150) square feet per side or a total of three-hundred (300) square feet.

Awning: An awning shall consist of a covered structure constructed of wood, canvas, cloth or other flexible material projecting horizontally from the building and attached to a building. Awnings that meet applicable building codes are not considered a sign by this ordinance.

Billboards: A billboard is a freestanding sign which contains a message unrelated to the business or profession conducted upon the premise on which the sign is located.

Business: Business shall mean all of the activities carried on by the same legal entity on the same premises and shall include, but not be limited to: service, commercial, and industrial uses and fraternal, benevolent, education, government, and social organizations.

Business Complex: Business complex shall mean one or more business tenants as occupants of the property. In a business complex, business tenants means but is not limited to, retail shops, executive or administrative services, including medical clinics and accessory pharmacies, professional offices, and personal service establishments which perform personal services on the premises and similar uses.

Business Sign: A sign that directs attention to a business, profession, activity, commodity service, product price, or entertainment conducted, sold, or offered upon the premises where such sign is located or within the building to which such sign is affixed.

Clear Vision Area: Signs along roadways, when allowable, shall not exceed three (3) feet in height unless there is a clear visibility area of at least eight (8) feet in height between the bottom of the sign and the ground. Any support standards for the sign shall not interfere with the clear vision area.

Construction Sign: A sign identifying individuals or companies involved in design, construction, wrecking, financing, or development when placed upon the premises where work is under construction but only for the duration of construction or wrecking-demolition.

Directory Sign: A sign which indicates the name and/or address of the occupant, the address of the premises, and/or identification of any legal business or occupation which may exist at the premises.

Gross Surface Area: The entire area within a single continuous perimeter composed of a single face enclosing the extreme limits of characters, lettering, illustrations, ornamentations, or other figures, together with a material of color forming an integral part of the display to differentiate the sign from the background to which it is placed. Structural supports bearing no sign copy shall not be included in gross surface area; however, if any portion of the required structural supports become enclosed for decorative or architectural purposes, that portion will be included in the total gross surface area of the sign.

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 2

Flush Mounted Sign: A sign that is attached or painted directly onto the exterior surface of a building and does not project outward from the wall or surface of the building more than 1 inch (1").

Franchise Sign: A sign for advertising purposes which reflects affiliation with a chain of commonly named businesses, and which sign is required as a prerequisite for operation of the franchise.

Freestanding Sign: A freestanding sign is an on-premise sign supported by one or more uprights or braces in the ground and detached from any building or structure. Freestanding signs include, but are not limited to, monument signs and pole signs.

Frontage: Frontage shall be defined as the length of the property line of any one parcel of property along each accessible street or other public right-of-way it borders.

Height of Sign: Height of sign shall mean the vertical distance from the lowest point of elevation of the finished surface to the highest point of the sign or any vertical projection thereof.

Kiosk: A small, free standing structure which may have one or more surfaces used to display advertising or to identify or index a business or businesses.

Monument Sign: A low profile freestanding sign which has a solid base at ground level that is equal to or greater than the width of the sign face, and which has no separation between the base and sign. A monument sign shall not exceed eight feet in height from ground level, including the base.

Non-conforming Sign: A non-conforming sign is a sign which does not conform to the provisions of this ordinance.

Off-Premise Sign: An off-premise sign is a sign which contains a message unrelated to the business or profession conducted upon the premises where such signs are located.

Off-Premise Sign Structure: Any structure, or any portion of any structure, which is intended, designed or used to display an Off-Premise Sign.

On-Premise Sign: An on-premise sign is a sign which advertises only the business or the goods, products, or facilities located on the premises on which the sign is located, or the sale, rent or lease of the premises.

Owner: Any person, individual, government entity, firm, partnership, LLC, joint venture, association, social club, fraternal organization, fraternity, sorority, joint stock company, corporation, estate, trust, business trust, receiver, trustee, syndicate, or any other group or combination acting as a unit, who owns or leases an Off-Premises Sign Structure or leases from the owner of the underlying real property of an Off-Premises Sign Structure, and is in the business of selling space on such structures to others.

Pole Sign: A sign that is mounted on a freestanding pole(s) or other support so that the bottom edge of the sign face is clearly visible above grade.

Portable and/or Temporary Sign: A portable and/or temporary sign is any sign not designated to be permanently affixed to a building, structure, or the ground; a sign designed to be self-supporting and movable.

Principal Sign: A principal sign is defined as the primary permanent on-premise sign designed primarily to identify or advertise a business or facility to motorists or pedestrians approaching the business or facility. A "principal sign" is limited to a combination, freestanding, flush, or projecting sign.

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 3

Projecting Sign: A projecting sign is a sign other than a flush sign which projects beyond the building face to which it is attached.

Real Estate Sign: A sign which is used to offer for sale, lease, or rent that premises upon which such sign is placed.

Roof Sign: A sign mounted on the roof of a building.

Sign: An outdoor sign, display, message, emblem, device, figure, poster, billboard, or other thing that is used, designed or intended for advertising purposes or to inform or attract the attention of the public. The term includes the sign supporting structure, display surface and all other component parts of the sign. When dimensions of the sign are specified, the term includes the panels and frames, and the term includes both sides of the sign of specified dimension or area, but the term shall not include a sign as reasonably necessary or required by any branch or agency of the government pursuant to any public law or regulation.

Uniform Building Code: The State of Oregon Structural Specialty Code and Fire and Life Safety Code of 1979 Edition (Uniform Building Code) published by the International Conference of Building Officials, as adopted by the City of Madras and which is referred to as "UBC" in this ordinance.

ARTICLE 2: BASIC PROVISIONS

SECTION 2.1 SIGN ERECTION, REPAIR, ETC.

SECTION 2.2 SIGN CONFORMANCE; BILLBOARDS

SECTION 2.3 PROHIBITED SIGNS

SECTION 2.4 ADVERTISEMENT OF SERVICE

SECTION 2.5 PORTABLE SIGNS

SECTION 2.6 RESIDENTIAL SIGNS

SECTION 2.7 ON-PREMISE SIGNS

On-premise signs in the commercial and industrial zones of the City shall be reviewed by the Planning Commission and shall be restricted to the following standards: in this section:

- A. The total perimeter area of a combination of signs may not exceed three-hundred (300) square feet. Unless otherwise prohibited by this section the ~~with~~ maximum perimeter area of shall be one-hundred fifty (150) square feet for any individual sign.
- B. ~~Freestanding signs may not exceed thirty five (35) feet in height.~~ Freestanding signs in commercial and industrial zones are subject to the following restrictions.

<u>Freestanding Signs</u>				
<u>Zone</u>	<u>Type Allowed</u>	<u>Number Allowed</u>	<u>Maximum Size</u>	<u>Maximum Height</u>

Proposed Amendments to the Sign Code Ordinance
Exhibit C - Page 4

<u>C-1</u>	<u>Pole or Monument</u>	<u>1*</u>	<u>150 sq. ft.</u>	<u>20 feet</u>
<u>C-2</u>	<u>Monument</u>	<u>1*</u>	<u>32 sq. ft.</u>	<u>8 feet</u>
<u>C-3</u>	<u>Pole or Monument</u>	<u>1*</u>	<u>40 sq. ft.</u>	<u>20 feet</u>
<u>NC</u>	<u>Pole or Monument</u>	<u>1*</u>	<u>32 sq. ft.</u>	<u>20 feet</u>
<u>Industrial</u>	<u>Pole or Monument</u>	<u>1*</u>	<u>150 sq. ft.</u>	<u>35 feet</u>

* One freestanding sign shall be allowed per business premise except as allowed by Section 2.7(C) and Section 2.7(D), below.

- C. ~~One freestanding sign shall be allowed per business premise.~~ Business premises with frontages on two ~~One~~ one-way streets can have two (2) freestanding signs, one for each direction on opposing one way streets. ~~Maximum perimeter area not to exceed one hundred fifty (150) square feet each side of sign.~~ A business mall shall be considered a single business for purpose of this section.
- D. If a business has more than one (1) frontage along traffic flows of opposite direction, the business may have one freestanding sign, for each direction of traffic flow, ~~the perimeter area not to exceed one hundred fifty (150) square feet per sign or three hundred (300) square feet in the aggregate.~~
- E. Building Signs - Each business shall be entitled to have two (2) square feet of flush mounted or wall sign area per ~~linear foot~~ width of the building's dominant facade, with a maximum of one-hundred fifty (150) square feet of signs or six percent (6%) of the linear measurement of the building's dominant facade, whichever is more.
- F. Franchise Signs - Upon proof by a franchise business operator that display of a franchise sign is a necessary prerequisite to operation of the business of the franchise, and upon review and approval of the City Planning Commission, a franchise business operator may obtain an appropriate exception from application of this ordinance.

SECTION 2.8 REAL ESTATE SIGNS
SECTION 2.9 PROJECTING SIGNS
SECTION 2.10 PROJECTING SIGNS; CLEAR VISION AREA
SECTION 2.11 DIRECTIONAL SIGNS

SECTION 2.12 ROOF SIGNS
Roof Signs are prohibited. Signs may not extend above the roofline, eave, or parapet wall of the building to which they are attached.

SECTION 2.13 BILLBOARDS

ARTICLE 3: TEMPORARY AND SPECIAL SIGNS
ARTICLE 4: EXEMPT SIGNS
ARTICLE 5: PROCEDURE
ARTICLE 6: MAINTENANCE AND ENFORCEMENT
ARTICLE 7: VARIANCE
ARTICLE 8: APPEALS

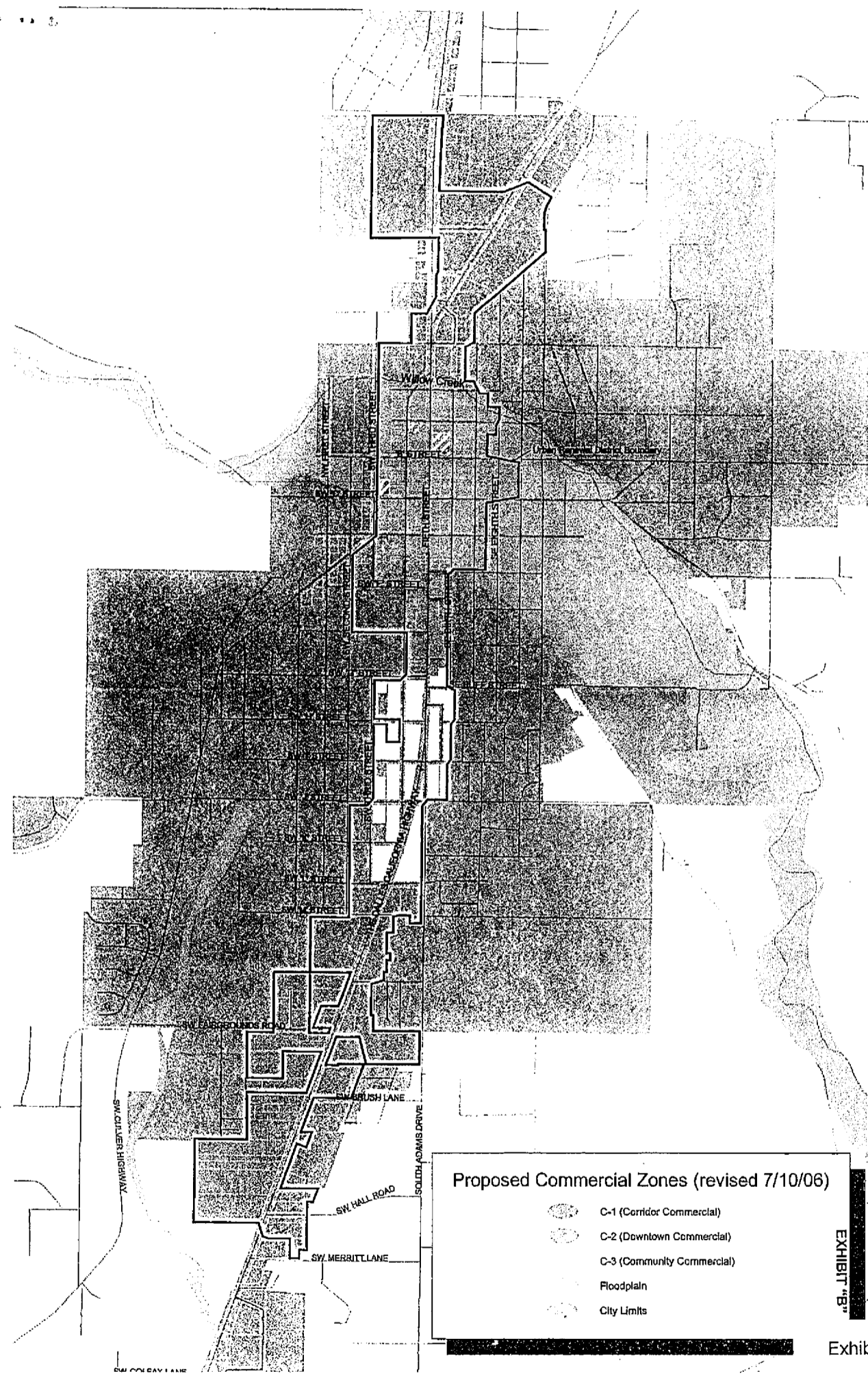


EXHIBIT "B"

Exhibit to Ordinance
No. 773