



MONROE PLANNING COMMISSION

January 10, 2022 6:00 PM

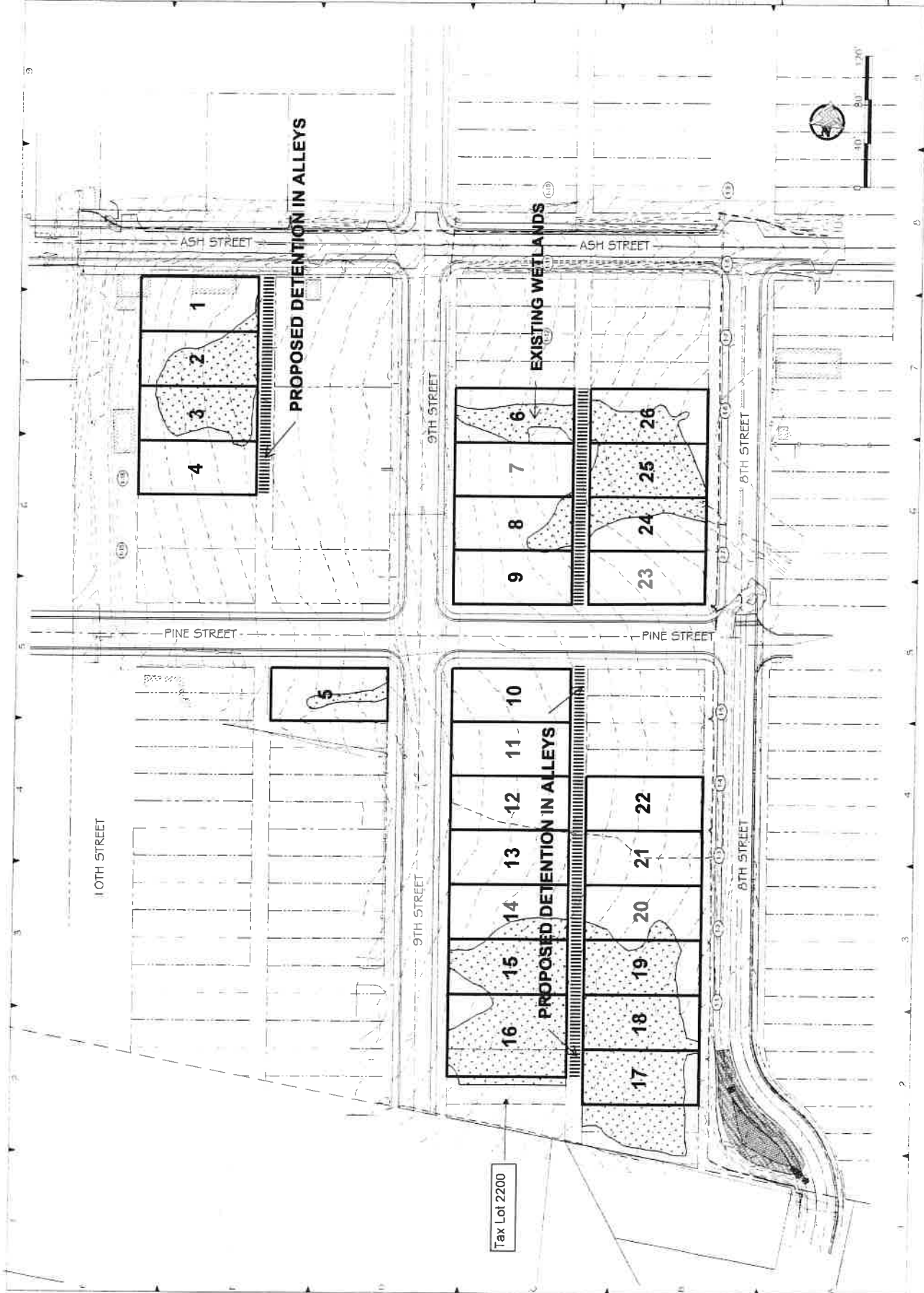
MONROE CITY LIBRARY MEETING ROOM

All meetings are open to the public and are held in the Monroe City Library Meeting Room

1. OPENING: Call to Order/Pledge of Allegiance/Roll Call
2. PUBLIC ITEMS AND COMMENTS: (please limit your comments to less than 3 minutes)
3. APPROVAL OF MINUTES: Minutes of November 1, 2021
4. STAFF REPORTS and PRESENTATIONS
 - a. CA Martinenko – staff update
5. NEW BUSINESS:
 - a. Review Comp Plan for 7th Street extension
 - b. Riverside District Downtown Overlay
6. OLD BUSINESS:
 - a. City-wide re-zoning
7. OTHER BUSINESS:
8. ADJOURNMENT

Zoom Meeting Information

Meeting ID: 834 5253 3111
Passcode: 844950





City of Monroe

Planning Commission Minutes

November 1, 2021

Present: Commission Vice Chair Eastridge; Commissioners Fredricks, Greydanus, Mills, Nielson, Smith.

Arrived after call to order: Commission Chair Cuthbertson

Staff: CA Martinenko, Associate Planner Depa

In Attendance via Zoom: None

Call to Order: Commission Vice Chair Eastridge called the meeting to order at 6:00 pm.

Public Comment:

Leslie and Ken (Hoot) Paulson presented their plans for 555 Depot Street, formally the Wilbur-Ellis Property. Their business, H.Paulson Livestock & Feed, is leasing space from Dundee-Monroe Land Company (DMLC) with a three year lease-to-buy agreement. The Paulson's explained that while they intended on purchasing the entire property, it was only possible by partnering with DMLC, where they are minor shareholders. The Paulson's are expanding their current business model by starting as a wholesale business selling hay, molasses products, and a pelleting mill. Their future plans include a café and a gas station.

Commissioner Mills commented that it was good that someone is doing something with the property after so many years of unuse, and selling locally is good for area farmers. Commissioner Mills then asked the Paulson's about the truck parking and they replied the trucks are only being parked there for storage and not being worked on. This is part of the strategy for DMLC to pay for the bank note until they find other use or sell the remaining property. Commissioner Greydanus then asked what the next steps would be. The Paulson's said that from their end, it would be a café and gas station and there are plans to develop the residential lot at the end of Depot Street. Commissioner Neilson said it was good to hear they are excited about the Riverside District plan and the vision for the downtown area. Commissioner Greydanus went on to explain that the property is a large part of the Riverside District vision to get more people to stop and visit Monroe. He then asked what percentage would remain industrial versus more commercial activities. Leslie Paulson replied that they would like the southern-most part of the property used by the City for extra parking and the remaining, other than the residential piece, use for mixed commercial and light industrial. Commissioner Greydanus asked if the investment firm was interested in building out small manufacturing retail space that might attract other similar business. The Paulson's replied the investment group was dragging their feet because of rezoning.

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After the presentation, Associate Planner Depa commented that the current use of the property, specifically re-occupying the buildings, is not permitted unless it comes before the Planning Commission. He went on to talk about the several years of work the City had done to plan the downtown area culminating in the updated Comprehensive Plan and the new Riverside District Master Plan. He did not feel the current use fit the goals and vision of those plans. Leslie Paulson asked if that was necessary since the current use is the same as the previous property owners. Pat Depa replied that he would feel more at ease if we had a plan of knowing how much space the wholesale activity added and if the investors came in with how much is going to be commercial and that be done as soon as possible.

Commissioner Mills continued by asking the Paulson's how much control they have over the whole project and who has the final say. Leslie Paulson replied she would be the person bring the plan to the investor group but it is up to the group to decide how to move forward and admitted there is not a lot on paper as far as who owns what and gets the final say. Commissioner Mills then commented that he feels the vision that they described may not happen.

Commissioner Fredericks noted there is a three year note on the property and in terms of development, nothing may happen in that time. Leslie Paulson said yes, the property could just sit there for three years and be stuck with storage and trucks unless the City approves a plan to move forward with. Commissioner Fredericks commented the City wants to move its vision of the City forward and while the retail store, market, café all sound like they are within the development plan, the commercial / manufacturing are details that need to be ironed out since this is property that greets the traffic going through the downtown. Leslie Paulson reiterated that the information they are presenting is preliminary and nothing is set in stone, yet.

Commissioner Greydanus again asked what percentage is industrial in terms of pellet manufacturing and what is their vision for building out commercial space. Leslie Paulson replied that she imagines 20% would be light industrial and manufacturing and the rest would be zoned commercial.

The discussion continued regarding the truck parking and whether this is a new use of the property, therefore comes before the Planning Commission, or is it consistent with prior use. Commissioners commented about the goal for beautification and how this looks in our downtown district, and other comments that trucks have always been on and part of operations on this property. Commission Chair Cuthbertson commented that the interpretation and vision is going to be different for each person in the room and CA Martinenko said that is a good reason for the final plan to come before the Planning Commission.

Approval of Minutes:

Commission Chair Cuthbertson called for approval of the October 4, 2021 minutes. Commissioner Eastridge so moved and Commissioner Fredericks seconded. Chair Cuthbertson called for the vote and the motion passed unanimously.

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Staff Report:

CA Martinenko reported on the City Hall structural status and negotiating with the library for meeting space to hold future City Meetings. In addition, there are ideas for turning part of the existing City Hall space into Commercial space but staff offices would be relocated to the existing meeting room area.

Public Hearing:

Commission Chair Cuthbertson opened the public hearing at 7:25 PM for deliberating and deciding to recommend approval or denial to City Council pertaining to the transportation elements in both the City's Development Code and Chapter 12, Transportation, of the City's 2020 Comprehensive Plan. Chair Cuthbertson asked for the staff report. Associate Planner Depa explained the process he used to align the recommendations for Transportation in the Riverside District Master Plan with the City's Development Code and Transportation System Plan. Chair Cuthbertson then called for comments for, against, or neutral and there were none. During Commission discussion, concern about five-foot sidewalks with four-foot planter strips was brought up. The Commission recommended to remove the phrasing under sections 4 and 5 regarding sidewalks and edits for changing the Monroe Festival name. Commissioner Greydanus ask about other edits to be made but those were determined to be part of the Riverside District Overlay and not part of the transportation elements being deliberated on at this hearing.

Chair Cuthbertson asked if there was more deliberation or final recommendations. Commissioner Eastridge then moved that the findings under the decision criteria of the staff report be adopted as presented in the Planning Commission and recommend approval to City Council for the proposed Comprehensive Plan amendments. Commissioner Fredricks asked if this included the edits and Commissioner Eastridge amended his motion to include the recommended edits. Commissioner Fredricks seconded the motion and Chair Cuthbertson called for the vote. The motion passed Unanimously. Associate Planner Depa reminded the Commission that they had one more motion to make regarding the changes to the Development Code. Commissioner Eastridge moved that the findings under the decision criteria of the staff report be adopted as presented in the Planning Commission and recommend approval to City Council for the proposed Development Code. Commissioner Fredricks seconded the motion and Chair Cuthbertson called for the vote. The motion passed Unanimously. The Public Hearing was closed at 7:52 PM.

New Business:

Library Property. CA Martinenko discussed with the Commission that the entrance to the Monroe Community Library is part of the City and extends back to the rail easement. Currently, this is used for trucks and truck parking. CA Martinenko is proposing to have this surveyed and blocked off. There was general discussion about proposed uses of the property, including the Bennett House, and the historical use of that driveway and gravel area for trucks. CA Martinenko said this would be brought up next in the Public Works Committee.

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Old Business:

Rezoning. CA Martinenko discussed efforts to rezone Commercial Street and the City in general. Commissioner Mills asked what implications might be to existing homes, such as taxes. Associate Planner Depa said it would be hard to say exactly but since the market values are taken from the area comparable properties (comps). However, the rezoning would only affect the property when it sold and property tax limits would protect against a drastic tax increase. Discussion continued with the proposed park area lease north of Ash Street and areas around Monroe with their current zoning

Other Business:

1. Associate Planner Depa ask the Commission about establishing goals with timelines at the next meeting such as finishing adopting the Riverside District Master Plan and rezoning. In addition, Pat Depa recommended a new section in the Development Code for subdivisions that would help with not having to grant variances for specific projects.
2. Commissioner Smith announced she is moving to Creswell, so this would be her last meeting. The entire Commission thanked her for her service to the Community and to the Commission as the Chair for many years.
3. Chair Cuthbertson asked to skip the December meeting and reconvene in January. The Commission reached consensus that January 6, 2022, would be the first good date in the month.

Adjournment: Commission Chair Cuthbertson adjourned the Planning Commission meeting at 8:25 PM.

Minutes approved by Planning Commission Action on January 10, 2022

Chair Fred Cuthbertson

Date

Submitted By:

Steve Martinenko, City Administrator

7th Street Extension

Background

The Comp Plan calls for an extension of 7th street south the southern Urban Growth Boundary (UGB). According to the reasoning, this is to service property currently not in the UGB but may at some point be incorporated if the City starts to have less than a 20-year inventory of buildable land.

Issue

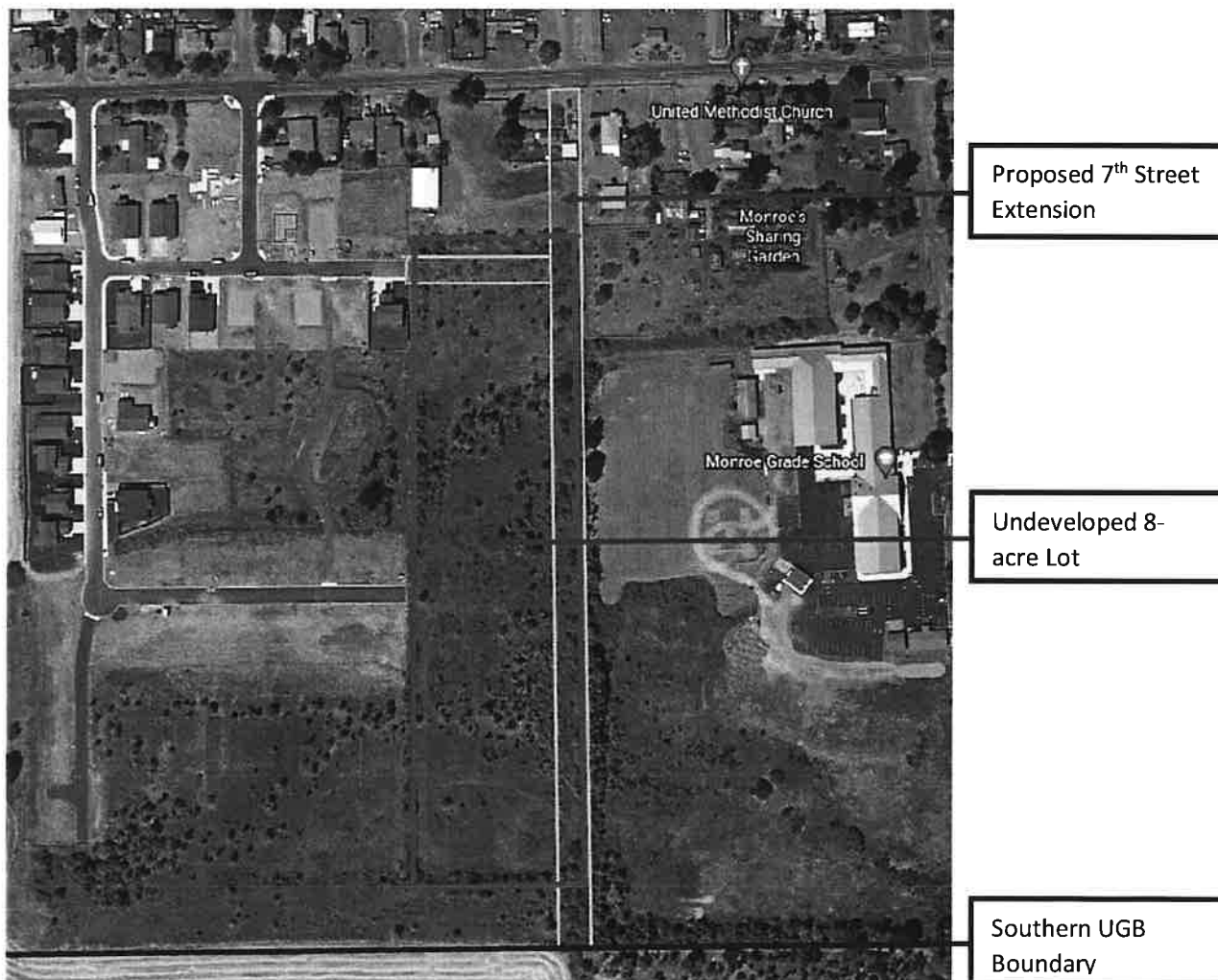
If the 7th street extension would go through, it impacts four parcels, one of which has a residence on it. The largest section is the undeveloped 8-acre parcel. To place easements on this parcel to accommodate the street, would take up approximately two acres of buildable land.

Considerations

- Likelihood of the UGB expanding southward over the next 18 years
- Eminent Domain for occupied parcels and wetland issues for the southernmost piece of the Red Hills area
- Potential legal issues

Question for the Commission

Is the 7th street connection reasonable given the available inventory of land and implications/consequences of doing so?



(b) Regulating the height, location, and orientation of buildings.

Discussion & Rationale: Additional conditions available to require pedestrian-oriented development as part of conditional use permit.

(c) Controlling the location and number of vehicle access points to better comply with the standards in the adopted Transportation System Plan, consistent with Section 5.122 and the adopted Transportation System Plan.

Discussion & Rationale: Updated provision per the recommendations of the TSP.

SECTION 2.700 AMENDMENTS

...

(2) Decision Criteria

(f) The amendment will ~~not have an undue adverse impact on transportation.~~ be consistent with the adopted Transportation System Plan and will conform with Subsection (i).

...

(i) Proposals to amend the Comprehensive Plan or Zoning Map shall be reviewed to determine whether they significantly affect a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR). Where the City, in consultation with the applicable roadway authority, finds that a proposed amendment would have a significant effect on a transportation facility, the City shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

Discussion & Rationale: Updated provision per the recommendations of the TSP.

SECTION 4.450 RIVERSIDE DISTRICT OVERLAY

Discussion & Rationale: This new overlay district implements Recommendation 1-2, 2-1, 2-2, 2-3, 3-1, 3-2, and 3-3.

(1) **Purpose.** The Riverside District Overlay implements the City of Monroe's adopted vision for the Riverfront Area and the Monroe Riverside District Master Plan. It is the intent of this overlay to:

- Encourage development and redevelopment within the Riverside District that supports a vibrant pedestrian environment enjoyed by residents and visitors alike.
- Provide visual and physical access to the Long Tom River.
- Create multi-modal connections to businesses, public uses, open space, and natural areas within Monroe.
- Capitalize on the District's location to support economic development in the City of Monroe.

(2) **Applicability.** The Riverside District Overlay applies to the parcels shown in [Figure X]. Where the requirements of the base zoning and the overlay differ, the overlay provisions shall govern.

(3) **Use Standards**

(A) **Commercial Requirement for Limited Industrial (M) Zone.** Within the Riverfront District, a portion of any development within the Limited Industrial (M) zone must include a commercial or public-serving component no less than 25% of the development's gross square footage.

Discussion & Rationale: This section implements Recommendation 2-1 and 3-2. It requires industrially-zoned land within the district to be developed with a portion of the site dedicated to commercial or other public-facing use in order to support activity within the district. A figure showing the extent of the overlay district will be created as part of the draft Master Plan.

(B) **Artisanal and Light Manufacture Uses within the Riverfront District.**

1. Purpose. The following provisions are intended to encourage mixed-use development and a vibrant Riverfront District, including cottage industries and business incubators, by integrating small-scale manufacturing with commercial uses. For the purposes of this section, artisanal uses are those that blend manufacturing and retail uses such as brewpubs, winery tasting rooms, artist studios, furniture makers, and similar uses, on the same site.

2. The following standards apply for manufacturing and commercial uses within the Riverfront District. The standards are applied through Site Plan Review (2.400) or Conditional Use Permit (Section 2.500) review, as applicable.

- a. Manufacturing uses are permitted in the Commercial (C) zone only in conjunction with a primary commercial use.
- b. Manufacturing uses shall not exceed the floor area of the primary commercial use.
- c. Manufacturing uses shall be wholly enclosed in a building, unless unenclosed operations are authorized by an approved Conditional Use Permit.
- d. Where a proposed manufacturing use is located within 100 feet of a residential zone, hours of operation of the industrial uses shall be limited to between 7:00 a.m. and 9:00 p.m.
 - i. Hours may be extended through an approved conditional use permit.
 - ii. A conditional use application must include documentation that sound will not exceed [X dB] and a lighting plan will be a requirement of the submittal.
- e. Commercial uses are permitted in the Limited Industrial (M) zone only in conjunction with the primary industrial use and shall not exceed the floor area of the primary industrial use.

Discussion & Rationale: This section implements Recommendation 3-2 by allowing a mix of light manufacturing and commercial in the district. A specific sound threshold (in dB or other measure), or a more general statement will be recommended. The language is adapted from the Model Development Code and User's Guide for Small Cities (Model Code).¹⁰

(C) Residential Uses within the Riverfront District. The following residential developments are allowed in the Riverfront District, subject to Section 2.500 Conditional Use.

1. Residential uses in the Commercial (C) zone:
 - a. Shall only be permitted as part of a vertical or horizontal mixed-use development. No stand-alone residential developments will be permitted in non-residential zones within the Riverside District.
 - b. New residential uses fronting Main Street, Commercial Street, or OR 99W shall be permitted only above a ground floor space containing a permitted non-residential use.

Discussion & Rationale: These provisions require new residential units to be constructed either above non-residential uses (i.e. commercial) or fronting streets other than Main, Commercial, or OR99W. An alternative would be to allow “live-work” units on the ground floor, or allow multifamily alone in the C zone within the district.

(D) Temporary Uses. Temporary uses are characterized by their short term or seasonal nature and by the fact that permanent improvements are not made to the site. Temporary uses include, but are not limited to: temporary carnivals and fairs, parking lot sales, retail warehouse sales, seasonal sales such as Christmas tree sales and vegetable stands, and similar uses. The City shall approve, approve with conditions, or deny a temporary use application based on the following criteria:

1. The use is permitted in the underlying zone and does not violate any conditions of approval for the property (e.g., prior development permit approval).
2. The use occurs only once in a calendar year and for not longer than 30 consecutive days.
3. The applicant, if different than the property owner, has proof of the owner's permission to place the use on the property.
4. Ingress and egress are adequate and do not raise safety concerns when the proposed use is combined with the other uses of the site, pursuant to Section 5.122 Access and Clear Vision Areas.
5. The use does not conflict (i.e., create a nonconformity) with the provisions of Section 5.134 Landscaping, Fencing and Screening.
6. There is sufficient parking to accommodate the temporary use and other uses existing on the site, pursuant to Section 5.120 Parking.

¹⁰ <https://www.oregon.gov/lcd/TGM/Pages/Model-Code.aspx>

7. The use is adequately served by sewer or septic system and water, as applicable.
8. The use does not create adverse off-site impacts including vehicle traffic, noise, odors, vibrations, glare, or lights that affect an adjoining use in a manner in which other uses allowed outright in the district do not affect the adjoining use.
9. The applicant shall be responsible for maintaining all required licenses and permits.

(4) Development Standards

(A) **Building Orientation.** The following standards apply to new buildings and building additions that are subject to Site Plan Review (Section 2.400).

1. Buildings subject to this Section shall conform to the applicable front setback build-to line standard of 0 feet. The standard is met when at least 75 percent of the abutting street frontage has a building placed no farther from at least one street property line than the build-to line of 0 feet. The City may waive the build-to line standard where it finds that one or more of the conditions in subsections (a)-(g) occurs.

a. A proposed building is adjacent to a single-family dwelling, and an increased setback promotes compatibility with the adjacent dwelling.

b. The standards of the roadway authority preclude development at the build-to line.

c. The applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed to be placed between the building and public right-of-way.

d. The build-to line may be increased to provide a private open space (e.g., landscaped forecourt) between a residential use in a mixed-use development and a front or street property line.

e. A significant tree or other environmental feature precludes strict adherence to the standard and will be retained and incorporated in the design of the project.

f. A public utility easement or similar restricting legal condition that is outside the applicant's control makes conformance with the build-to line impracticable. In this case, the building shall instead be placed as close to the street as possible given the legal constraint, and pedestrian amenities (e.g., plaza, courtyard, landscaping, outdoor seating area, etc.) shall be provided within the street setback.

g. An expansion is proposed on an existing building that was lawfully created but does not conform to the above standard, and the building addition moves in the direction of compliance where practicable.

Discussion & Rationale: A build-to line of 0' ensures development occurs adjacent to the sidewalk (unless other pedestrian amenities are provided), creating a strong pedestrian experience. Material adapted from the Model Code. As an alternative, a build-to line of 5-10 feet would be similar to some existing buildings along the corridor (such as Long Timber Brewery)

2. All buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street (i.e., within 45 degrees of the street property line); or if the building entrance must be turned

more than 45 degrees from the street (i.e., front door is on a side or rear elevation) due to the configuration of the site or similar constraints, a pedestrian walkway must connect the primary entrance to the sidewalk.

3. Minimum Pedestrian Shelter Coverage. Permanent awnings, canopies, recesses, or similar

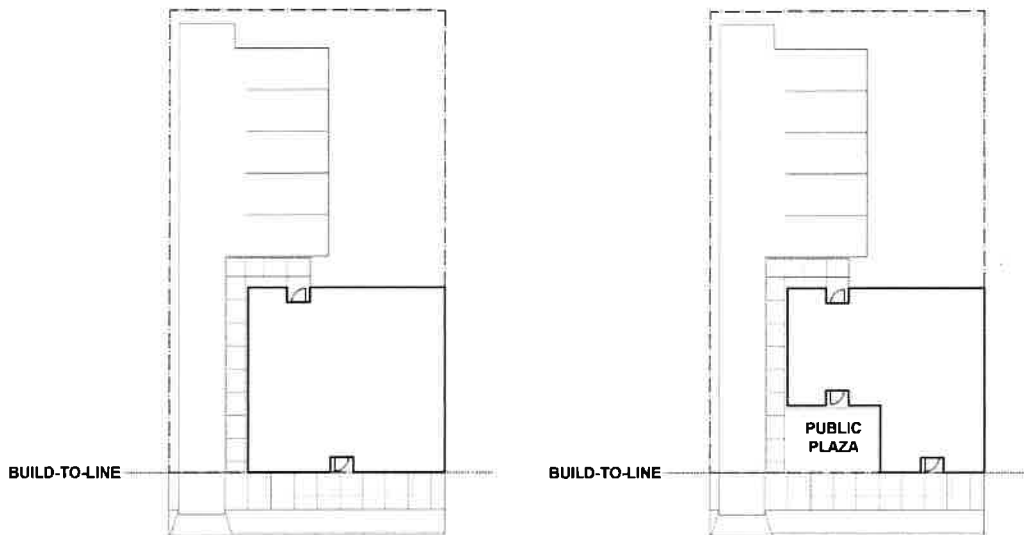
pedestrian shelters shall be provided along at least 75 percent of the ground floor elevation(s) of a building where the building abuts a sidewalk, civic space, or pedestrian access way. Pedestrian shelters used to meet the above standard shall extend at least five feet over the pedestrian area; except that the Planning Commission, through Site Plan Review (Section 2.400), may reduce the above standards where it finds that existing right-of-way dimensions, easements, or building code requirements preclude standard shelters. In addition, the above standards do not apply where a building has a ground floor dwelling, as in a mixed-use development or live-work building, and the dwelling has a covered entrance.

3. Off-street parking, trash storage facilities, and ground-level utilities (e.g., utility vaults), and similar obstructions shall not be placed between building entrances and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways.

4. Off-street parking shall be oriented internally to the site to the extent practicable, and shall meet the Access and Circulation requirements of Section 5.122, the Landscape and Screening requirements of Section 5.134, and the Parking and Loading requirements of Section 5.120. Where a development contains multiple buildings and there is insufficient street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to a plaza, courtyard, or similar public or open space containing pedestrian amenities. With this orientation, the primary entrance(s), plaza, or courtyard shall be connected to the street by a pedestrian walkway.

Discussion & Rationale: Material adapted from the Model Code. These provisions aim to further improve the pedestrian realm by requiring entrances and limiting obstacles to pedestrian activity in the district.

[Code Graphic – Building Orientation, Build-To line, Primary Entrances]



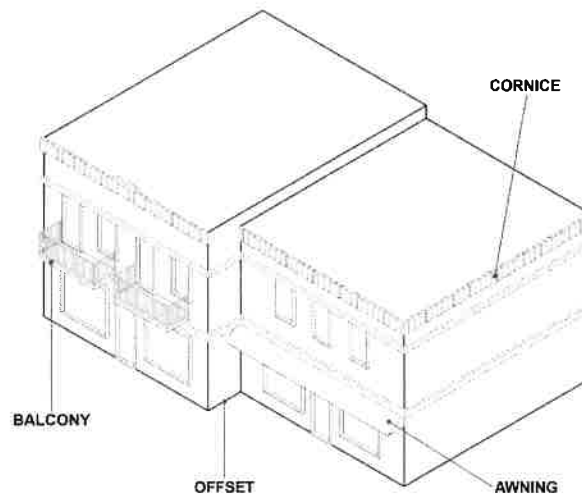
- (B) **Ground-Floor Windows.** Exterior walls on the ground level that face a street lot line or other public right-of-way must have windows at least 50 percent of the length and 25 percent of the ground-level wall area. Ground-level wall areas include all exterior wall areas up to nine feet above the finished grade. To qualify as ground-floor windows, window sills must be no more than four feet above exterior grade. The ground-floor window requirement does not apply to the walls of residential units. Qualifying window features must be either windows or doors that allow views into working areas or lobbies, pedestrian entrances, or display windows set into the wall.

[Code Graphic - Ground Floor Windows]

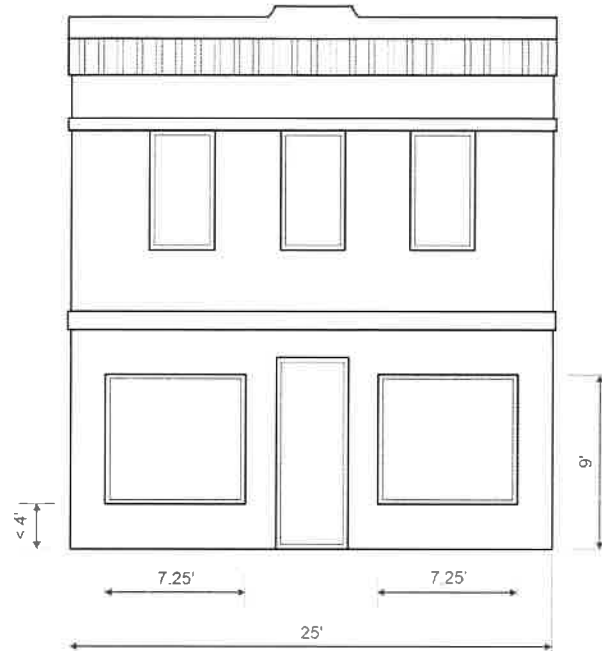
- (C) **Facade Articulation.** All building elevations that orient to a street or civic space must have breaks in the wall plane (articulation) of not less than one break for every 30 feet of building length or width, as applicable, as follows:
- i. A “break” for the purposes of this subsection is a change in wall plane of not less than 24 inches in depth. Breaks may include but are not limited to an offset, recess, window reveal, pilaster, frieze, pediment, cornice, parapet, gable, dormer, eave, coursing, canopy, awning, column, building base, balcony, permanent awning or canopy, marquee, or similar architectural feature.
 - ii. The City may approve detailing that does not meet the 24-inch break-in-wall-plane standard where it finds that proposed detailing is more consistent with the architecture of historically significant or historic-contributing buildings existing in the vicinity.

- iii. Changes in paint color and features that are not designed as permanent architectural elements, such as display cabinets, window boxes, retractable and similar mounted awnings or canopies, and other similar features, do not meet the 24-inch break-in-wall-plane standard.
- iv. Building elevations that do not orient to a street or civic space need not comply with the 24-inch break-in-wall-plane standard but should complement the overall building design.

[Code Graphic – Façade Articulation, Awnings]



[Code Graphic – Ground Floor Windows]



Discussion & Rationale: Material adapted from the Model Code. Glazing and façade articulation enliven the pedestrian experience by preventing large expanses of blank walls adjacent to sidewalks.

- (D) **Exterior Display and Activities.** The following exterior activities shall be allowed in the Riverfront District, provided that they leave a five (5) foot clear pedestrian path for unrestricted movement and are an extension of the interior use:

- a. Outdoor eating or gathering.
- b. Outdoor produce markets and flower stands.
- c. Temporary displays of merchandise or wares, limited in duration to one week.
- d. Temporary seasonal signs and decorations, subject to Section 5.136 Signs.

Discussion & Rationale: Exterior display provisions adapted from Independence, OR. City should consider requiring a permit for exterior uses and displays.

- (E) **Access and Circulation.** In addition to access standards of Section 5.122, development within the Riverside District are subject to the following:

- i. On properties east of OR 99W, proposed development shall provide physical and visual access to the Long Tom river and any adjacent open space or trails identified in the City's adopted plans by:

- a) A dedicated public right-of-way or easement, as required by the Planning Commission.
- b) Incorporating visual connections to the Long Tom river as part of the proposed site layout and/or building design.
- ii. Properties west of OR 99W shall provide physical access to the Monroe Cross Country Shared-Use Path through a dedicated public right-of-way or easement, as required by the Planning Commission.
- iii. Dedication of open space may be required by the City to implement planned public amenities, such as the Long Tom River Trail, pedestrian footbridge, and other public projects identified in adopted long-range plans.

Discussion & Rationale: This section requires consistency with adopted plans, including the Riverside District Master Plan.

(F) Parking. Within the Riverside District, the following parking standards apply:

- i. Residential Uses – minimum 1 space per unit.
- ii. Commercial Uses – One space per 400 sq. ft. of floor area
- iii. Industrial Uses – One space per 700 sq. ft of floor area
- iv. On-Street Parking. When approved through Site Plan Review (Section 2.400) as applicable, on-street parking may be counted toward the minimum requirements listed above when it is on the block face abutting the subject site. An on-street parking space must not obstruct a required clear vision area and it must not violate any law or street standard.

Discussion & Rationale: Modestly reduced parking requirements within the Riverside District may improve the feasibility of development by allowing more of the limited land in the area to be used for non-parking uses.

(G) Loading Areas.

- 1. Applicability. This section applies to uses that are expected to have service or delivery truck visits. It applies only to uses visited by trucks with a 40-foot or longer wheelbase, at a frequency of one or more vehicles per week. The Planning Commission shall determine through Site Plan Review (the number, size, and location of required loading areas, if any.
- 2. Standard. Where an off-street loading space is required, it shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. An application must include complete and accurate information about expected needs for loading areas. Approval may be conditioned on the restriction of public rights-of-way usage.
- 3. Placement, Setbacks, and Landscaping. Loading areas shall conform to the Building Orientation and Design standards, Access and Circulation standards, and the

Landscaping and Screening standards of this overlay. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.

4. Exceptions and Adjustments. The Planning Commission, through Site Plan Review, may approve a loading area adjacent to or within a street right-of-way where it finds that loading and unloading operations are short in duration (i.e., less than one hour), infrequent, do not obstruct traffic during peak traffic hours, do not interfere with emergency response services, and are acceptable to the applicable roadway authority.

(F) Lighting.

1. Light poles, except as required by a roadway authority or public safety agency, shall not exceed a height of 20 feet; except that pedestal- or bollard-style lighting is the preferred method illuminating walkways. This limitation does not apply to flag poles, utility poles, and streetlights.

2. Where a light standard is placed over a sidewalk or walkway, a minimum vertical clearance of eight feet shall be maintained.

3. Outdoor lighting levels shall be subject to review and approval through Site Plan Review. As a guideline, lighting levels shall be no greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention.

4. Except as provided for up-lighting of flags and permitted building-mounted signs, all outdoor light fixtures shall be directed downward, and have full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties.

5. Lighting shall be installed where it will not obstruct public ways, driveways, or walkways.

Discussion & Rationale: Adapted from the Model Code.

SECTION 5.120 PARKING

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(2) Location Standards for Parking Lots:

(a) Required off-street parking for single family homes and duplexes shall be provided on the development site. Required parking for other uses may be located within 500 feet of the use it serves, provided the City has approved the off-site parking, or within 400 feet for commercial or industrial uses.

Discussion & Rationale: Allows a broader range of uses to use a separate lot for required parking (particularly useful for mixed-use housing). The 500' standard is used in Independence, OR.

...