



Citizen Advisory Committee Majority Report

**Citizen's Advisory Committee (CAC) Majority Report on the Proposed
Amendments to Section 18.01.020, *Certificate of Appropriateness
Required*, and 18.18.020, *Tree Removal Standards* of the Jacksonville
Unified Development Code to the
Planning Commission and City Council**

January, 2023

CAC Members

Beverly Smith, Chair
Dianne Helmer, Vice Chair
Beth Lindsay
Donald Reordan
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CCI Liaison

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CITY OF JACKSONVILLE TREE REMOVAL STANDARDS

Introduction

In November 2019, the Jacksonville City Council formed a five-member Citizen Advisory Committee (CAC) to review and recommend changes to the Jacksonville Land Development Code (JLDC), and, as needed, the Comprehensive Plan. In July, 2020, the Citizen Advisory Committee (CAC) held their first meeting to review a draft version of the Development Code prepared by an earlier CAC. This version includes significant formatting and procedural differences from the current code. At this point, the CAC is beginning review of the final chapter of the draft version, which will be followed by a recommendation to the Planning Commission.

However, due to increased concerns regarding fire risk, the CAC is accelerating a recommendation for amendments to the **current** Tree Removal Standards from Section 18.18.020 of the JLDC. These proposed amendments are drafted in such a way that they are consistent with the current format of the development code but can easily be modified to fit within the format of the draft version. Additionally, as guidelines continue to be drafted for defensible space as part of the requirements from Senate Bill 762, this staggered approach will allow for further amendments and implementation based on the recommendations from the State Fire Marshal's Office.

Because this proposed amendment includes changes to current procedures for a tree removal, the CAC also prepared amendments to Section 18.01.020, *Certificate of Appropriateness Required*.

Process

CAC Meetings

In July, 2022, the CAC held their first of several meetings to review and edit draft landscape and tree removal standards. The group reviewed and modified the draft version. From there, they provided proposed amendments to the **current** version found in Chapter 18. The CAC finalized their recommendation for amendments to the current version on December 20, 2022.

Town Hall

Consistent with the requirements of Chapter One of the Jacksonville Comprehensive Plan, the CAC in collaboration with the CCI, held a town hall on December 14, 2022. During that town hall, staff provided an overview of the draft Tree Removal standards. Staff provided a handout that included the approval criteria and review procedures.

Following the town hall, the CAC discussed the feedback from that session. Since then, staff posted a draft of the code amendment on the website dedicated to the code revision process, jacksonvillecodeupdate.com. Additionally, staff drafted a summary of the proposed changes in the most recent water bill newsletter and directed residents to review the code language on the website.

Majority Report

CITY OF JACKSONVILLE TREE REMOVAL STANDARDS

During the CAC meeting on December 20, 2022, the CAC reviewed an updated version of the tree removal standards, and ultimately directed staff to provide a Majority Report for review during the CAC meeting on January 3, 2023.

This Majority Report summarizes the CAC's recommendations for revisions to the Tree Removal and procedural Standards from Chapter 18 of the JLDC. This Report along with the draft code amendments will be submitted to the Planning Commission for review and a Public Hearing. The Planning Commission's recommendation will then be forwarded to the City Council for additional public hearings and a final decision.

Proposed Revisions

Currently, Section 18.18.020 of the JLDC provides standards for the removal of "live resource trees." Per the definition, a live resource tree has a minimum diameter of 12 inches measured at 4 feet above ground level. The CAC recommends retaining this definition for trees subject to permitting prior to removal.

Right now, prior to a Tree Removal Permit being issued, the code requires an application subject to noticing based on a **review level** (Areas based on the historic status of a structure), rather than the zoning districts. The CAC's first recommendation is to change the review procedure to be based on Zoning Districts rather than review levels. This creates a more equitable process for residents. The amendment proposes providing an administrative review process without notice in most cases for properties located within Residential Zoning Districts, and an administrative review with notice for remaining districts.

Approval Criteria

For all zoning districts, except Hillside Residential and Special Protection, which are subject to unique standards, the CAC provided a recommendation for revised approval criteria. The criteria state that a live resource tree may be removed if one or more of the following conditions apply.

The tree is:

1. In danger of collapse presenting a health and safety hazard;
2. Necessary to protect an historic or primary residential structure;
3. A fire hazard determined by the Fire Chief;
4. Diseased or blighted endangering its survival and that of nearby trees;
5. Located in a proposed building envelope, proposed street, driveway or parking area and there is no alternative development design eliminating the need for the tree(s)' removal; or,
6. A "Nuisance Species:" "Trees of Heaven" (*Ailanthus Sp.*), Cottonwoods, Poplars, Aspens (*Populus Sp.*), Leylandii Cypress (*Cupressocyparis leylandii*) and any other species designated Nuisance Species by the Historical and Architectural Review Commission (HARC) or City Council, unless subject to protection under Chapter 18.20.

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The criteria include a specific reference to trees determined to be a fire hazard, and also expands upon the list of nuisance species. It also gives authority to the HARC or City Council to add to the list of nuisance trees without a development code update.

Procedure

The CAC organized the draft into a format beginning with the procedures for a tree removal with notice, followed by the procedures for an administrative review without notice. Beyond that, there is a reference to the unique standards for removal for trees within the Hillside and Special Protection Zoning Districts, followed by standards for an emergency tree removal.

Tree Removal with Permit and Notice

For live resource tree removal within the Historic Core, General Commercial, or Artisan Zoning Districts, the proposed amendment requires a limited notice followed by Planning Director review following the notice period.

Tree Removal by Administrative Action.

For tree removal on properties located in Residential Zoning Districts, except for those zoned Hillside Residential or, Special Protection, or those subject to the Environmental Standards of Chapter 18.20, an administrative tree removal application without notice will be required. An administrative review will have a lower fee and can be processed over the counter by the Planning Director, or designee.

Emergency Tree Removal

The current code does not provide adequate procedures for emergency situations. The proposed amendment provides for an Emergency Tree removal clearance option in instances where a tree presents an immediate danger of collapse and represents a clear and present hazard to persons or property.

Mitigation

The current development code requires an applicant to replace a removed tree at a 2:1 ratio. The recommended amendments require a 1:1 replacement ratio, but also gives the Planning Director the discretion to waive that requirement if deemed necessary.

Conflict with other Laws

It is expected that the State Fire Marshall's office will provide additional requirements for tree and vegetation management in areas defined as being within a moderate to extreme fire risk. Therefore, the draft includes language that state or other applicable local laws or codes requiring tree removal for reasons of fire safety, including nuisance abatement under the Jacksonville Municipal Code, will preempt and apply if in conflict with Section 18.20.

CITY OF JACKSONVILLE TREE REMOVAL STANDARDS

Conclusion

The proposed amendments to Chapter 18 by the CAC are intended to provide for more intuitive standards for tree removal. The intent is to provide further tools to mitigate possible fire risk to the residents of Jacksonville. The CAC sends a favorable recommendation of the amendments to Chapter 18 of the Jacksonville LDC to the Jacksonville Planning Commission and the City Council for further review.

Exhibits

Exhibit A: Proposed Amendments to 18.02.020, *Certificate of Appropriateness Required*

Exhibit B: Proposed Amendments to 18.18.020, *Tree Removal Standards*



Beverly Smith
Chair, Citizen Advisory Committee



Ian Foster
Planning Director, City of Jacksonville

[Approved by the CAC on January 3, 2023]

Date: 1-31-23

§ 18.01.020 CERTIFICATE OF APPROPRIATENESS REQUIRED.

(A) An Application shall be filed in accordance with Chapter 18.02; a decision shall be rendered by the Historic and Architectural Review Commission (HARC), the Hearings Officer, or the City Planner, in the case of administrative permits; and a Certificate of Appropriateness shall be issued by the City, after such necessary approvals as herein specified have been granted, shall be required before the commencement of any activity described below.

Applicable activities include:

1. New construction of a building or structure.
2. Exterior renovation or remodeling of existing buildings and structures.
 - (a) Major remodels are defined as any increase in living space. Major remodels in a Level I review area are subject to full HARC review and subject to full notification and criteria requirements. Major Remodels in a Level II area are subject to Hearings Officer review and limited notification and limited criteria requirements. Major Remodels in Level III areas are subject to Administrative review without notice requirements.
 - (b) Minor Remodels are defined as an activity that does not result in an increase in living space. Minor Remodels in a Level I review area are subject to Hearings Officer review with limited notification. Minor Remodels in Level II or III areas are subject to Administrative review without notice requirements.
 - (c) Demolition or moving of a building or structure. Demolition or moving of historic structures defined as contributing on the Landmark List as well as any structure in a Level I area shall be subject to full HARC review with full notification requirements. Demolition or moving of non-historic structures in a Level II area is subject to Hearings Officer review with limited notification requirements. Demolition or moving of non-historic structures in a Level III area is subject to administrative review without notification.
 - (d) Construction, placement, or modifications of signs are subject to Hearings Officer review with limited notification requirements.
 - (e) In a Level I Design Review area, new construction, renovation, or demolition of a wall, fence, or other appurtenances such as sheds, decks, greenhouses, tennis courts, drop boxes, news racks, public telephones, exterior lighting, landscaping, awnings, and dumpster screening are subject to Hearings Officer review with limited notification requirements, if they are clearly visible from six (6') feet or less above the centerline of a public right of way other than an alley.
 - (f) ~~Except for as provided in 18.18.020 (B) & (C),~~ the removal of live resource trees are subject to Administrative review with limited notification requirements.

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(g) Environmental Alterations subject to the standards of Chapter 18.20.
(Am. ORD 579, Passed 3-4-2008)

(B) In a Level II or Level III Design Review area, the activities described in subsections E and F above are subject to an administrative permit process in order to assure compliance with code requirements.

(C) In areas within the City limits, but not within an HCU and not on the City's Landmark List, all of the activities described above are subject to an administrative permit process in order to assure compliance with code requirements.

(D) Certificates of Appropriateness and the requirements of this title are enforceable under the provisions of Title One of the Jacksonville Municipal Code.

Application Review Responsibility

Design Review Area

Activity	Level I	Level II	Level III
New Construction	HARC	HO	HO
Major Remodel (increase in living space)	HARC	HO	Admin
Minor Remodel	HO	Admin	Admin
Demolition:			
- Historic Structure	HARC	HARC	HARC
- Non-Historic Structure	HARC	HO	Admin
Sign	HO	HO	HO
Appurtenance Construction (e.g. wall, fence, shed)	HO	Admin	Admin

HARC = Historic Architectural Review Committee
HO = (HARC) Hearings Officer
Admin = Planning Administrative Staff

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§ 18.01.030 DESIGN REVIEW LEVELS.

(A) There are four (4) distinct categories of review areas indicated upon the map entitled "Historic Design Review Areas" incorporated herein by reference, these categories are distinguished as "contributing resources", "view shed resources", "impact areas", and other

properties (see: Exhibit B, pg 8). The categories of review areas were determined based upon whether a development proposal is:

1. On the same property as a historic feature.
2. Adjacent to a property with a historic feature, unless out of sight due to distance or topography.
3. Within three hundred (300') feet of a historic feature, unless out of sight due to topography.
4. Visible from a publicly accessible point on a historic site or the portion of a street immediately adjacent to that site.

(Am. ORD 579, passed 3-4-2008)

(B) Proposals for activity on the two (2) property types described as "contributing resources" and "impact areas" are subject to a Level I Design Review which entails full review before the HARC, full notification requirements, and a full "Finding of Compatibility" as described in Section 18.05.040 (B) of this Title, unless otherwise specified above in 18.01.030.

(C) Proposals for activity on "view shed resources" are subject to a Level II Design Review which entails review before the Hearings Officer after compliance with the limited notification requirements under **Section 18.04.010 (D)**, and a partial "Finding of Compatibility" as described in Section 18.05.040 (B), unless otherwise specified above in 18.01.030. Hearings Officer Review of individual matters for compliance with 18.10 through 18.30 can be referred to the HARC by the City Planner at their discretion or decision appealed to the HARC in accordance with Chapter 18.06.

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(D) Unless within an area that is inside the City limits, but not within an HCU or on the City's Landmark List (and therefore subject to an administrative permit process), or otherwise specified above in 18.01.020 or 18.01.03 proposals for activity on all other properties are subject to a Level III Design Review which entails review before the Hearings Officer after compliance with the limited notification requirements under Section 18.04.010 (D), and the minimal "Finding of Compatibility" described in Section 18.05.040 (B) of this Title. Hearings Officer Review of individual matters for compliance with 18.10 through 18.30 can be referred to the HARC by the City Planner at his discretion or decision appealed to the HARC in accordance with Chapter 18.06.

(E) With the exception of the requirements for a Tree Removal Permit, an administrative permit is not subject to notice requirements, criteria, or notice of decision requirements, but is required to assure compliance with its zoning district and the standards contained in Sections 18.10 through 18.30. Administrative review of individual matters for compliance with 18.10 through 18.30 can be referred to the HARC by the City Planner at their discretion or decision appealed to the HARC in accordance with Chapter 18.06.

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(F) In accordance with Chapter 18.21.040 (C) activities on a public right-of-way are subject to Council approved administrative permit after a Planner recommendation.

§ 18.01.040 ACTIONS SPECIFICALLY EXEMPT FROM PERMIT PROCESS.

The following specific actions are exempt from the requirements of this title:

1. Interior remodeling, renovation or maintenance where no changes are proposed to the exterior of a building or structure.
2. Exterior painting or staining where the colors are selected from the list of colors approved by the Commission.

Ordinary maintenance or repair of any exterior architectural feature which does not involve a change in design, or material, or otherwise change or alter the outward appearance thereof.

CHAPTER 18.04: NOTIFICATION PROCEDURES

Section

18.04.010 Public Notice

§ 18.04.010 PUBLIC NOTICE.

(A) Public notice for Commission, Hearings Officer, or Administrative consideration of applications shall be as follows:

1. Publication and Posting. Notice of the date, time and place of the Commission meetings along with a general description of the location of the project site and proposed project and the street address or other easily understood geographical reference to the subject property shall be posted in a prominent public location at least twenty-one (21) calendar days prior to the meeting at which the Commission will consider the application. Notice shall briefly summarize the local decision-making process for the application, state that copies of all evidence relied upon by the applicant are available for review and that copies can be obtained at cost, and include the name and phone number of a local government contact person. It shall also note the issues which may provide the basis for an appeal to the Land Use Board of Appeals shall be raised in writing prior to the expiration of the comment period and that issues shall be raised with sufficient specificity to enable the decision maker to respond to the issue.
2. Impact Area Notice. At least fourteen (14) calendar days but no more than twenty-one (21) calendar days prior to the consideration of an application, a copy of public notice shall be sent to the correct names and mailing addresses of all fee title holders of real property situated within two hundred (200') feet of the edge of the property covered by the Level I application. For applications concerning properties for which preferential property tax status has been granted to encourage historic preservation, a copy of the notice shall be mailed to the State Historic Preservation Office within the time period specified in subsection A.
3. Additional Public Notice. In cases where the approval of an application would have significant or widespread impact beyond the immediate area of the request, the City Planner or Commission may expand the notice requirements to

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include mailed notice to adjacent and nearby properties, and mailed notice to the State Historic Preservation Office.

4. Limited Notice. Notice of the date, time and place that comments are due regarding a Level II, III, or Tree Removal application, along with a general description of the proposed project and the street address or other easily understood geographical reference to the subject property shall be sent to the correct names and mailing addresses of all fee title holders of real property adjoining the edge of the property subject to the application (or directly across a street) at least fourteen (14) but not more than twenty- one (21) calendar days prior to the meeting or time at which the Hearings Officer or Planning Director will consider the application.

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(B) Notice shall include applicable criteria, briefly summarize the local decision-making process for the application, state that copies of all evidence relied upon by the applicant are available for review and that copies can be obtained at cost, and include the name and phone number of a local government contact person. It shall also note the issues which may provide the basis for an appeal to the Land Use Board of Appeals shall be raised in writing prior to the expiration of the comment period and that issues shall be raised with sufficient specificity to enable the decision maker to respond to the issue.

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§ 18.18.020 TREE REMOVAL STANDARDS.

(A) *General.* This ~~S~~section specifies rules for removing live “resource trees” in the Zoning Districts specified in this Section. Live resource trees are those with a minimum diameter of 12 inches measured at 4 feet above ground level. The rules of this ~~s~~Section shall also apply to the topping of any live resource tree.

(B) *Removal Criteria.* A live resource tree may be removed under this Section if the tree is one or more of the following:

1. In danger of collapse presenting a health and safety hazard;
2. Necessary to protect an historic, ~~or~~ primary residential or commercial structure;
3. A fire hazard determined by the Fire Chief;
4. Diseased or blighted endangering its survival ~~and that of nearby trees~~;
5. Located in a proposed building envelope, proposed street, driveway or parking area and there is no alternative development design eliminating the need for the tree(s)' removal; or,
6. A "Nuisance Species:" “Trees of Heaven” (*Ailanthus Sp.*), Cottonwoods, Poplars, Aspens (*Populus Sp.*), Leylandii Cypress (*Cupressocyparis leylandii*) and any other species designated Nuisance Species by the Historical and Architectural Review or City Council, unless subject to protection under Chapter 18.20.

(C) *Tree Removal with Permit and Notice.* Removal of live resource trees in Historic Core, General Commercial, and Artisan Zoning Districts, and those subject to the provisions of 18.20 (~~Any p~~Properties in all zones subject to riparian and/or wetlands designations) shall require a Planning Department-issued Tree Removal Permit. Unless otherwise exempted by this Section, a Tree Removal Application for the Permit shall be submitted by the subject property owner or agent and shall include:

1. Plans drawn to scale or with dimensions and distances showing the number, size, species, and location of the tree(s) to be removed or topped on a site plan of the property;
2. One or more of the Removal Criteria in (B) above ~~for removal~~. If a prior planning approval required the subject tree(s) to be preserved, a modification request, under Chapter 18.20 may also be required;
3. Any proposed landscaping or new tree(s) to replace the tree(s) to be removed;
4. An arborist’s opinion or report, if required, about the subject tree(s)' condition(s); ~~and~~ 5. Any other relevant information required by the City; and
- ~~5-6. The applicable fee.-~~

(D) *Tree Removal by Administrative Action.* Removal of live resource trees in Residential Zoning Districts, except Hillside and Special Protection and if no development or other site approval is sought and Chapter 18.20 does not apply, may be approved by the Planning Director's Administrative Review and issuance of a Permit, without full application and notice under (C), but with the applicable fee (unless waived) and any required arborist's opinion, if one or more of the criteria in (B) clearly applies.

(E) *Hillside Residential and Special Protection Zoning Districts.* Tree removal shall be as provided in ~~Chapter Section~~ 18.20.080 ~~Sub Section~~ (E) and this Section 18.18.020 shall not apply.

(F) *Emergency Tree Removal.* The Planning Director or designee shall issue a Permit for emergency tree removal, without fee, if the tree's condition presents an immediate danger of collapse and a clear and present hazard to persons or property; provided that an arborist's opinion as to the tree's condition, at applicant's expense, may be required.

(G) *Replacement and Mitigation.* Upon tree removal, the following apply: Except as preempted by ~~other~~ applicable local and/or state ~~ordinances, laws or regulations~~ ~~fire regulations~~ or expressly waived by the Planning Director, the applicant shall plant a minimum 1.5" caliper (at four-foot height above ground) healthy and well-branched fire-resistive tree for each tree removed. The tree shall be a suitable species for the site, given the existing topography, soils, other vegetation, exposure to wind and sun, nearby structures and other elements that may impact the tree's growth and survival.

(H) *Conflict with other laws.* State or other applicable local laws or codes requiring tree removal for reasons ~~including, but not limited to, public safety and/or~~ ~~fire safety prevention and/or,~~ ~~including~~ nuisance abatement under the Jacksonville Municipal Code, shall preempt and apply if in conflict with this Section, including, but not limited to, removal of trees as fire hazards and not requiring their replacement.

(Am. ORD ###, passed ## ## ##)

~~(Am. ORD 579, passed 3 4 2008)~~

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Citizen Advisory Committee Majority Report

**Citizen's Advisory Committee (CAC) Majority Report on the Proposed
Amendments to Section 18.17 *Off-Street Parking and Loading* of the
Jacksonville Unified Development Code to the
Planning Commission and City Council**

January, 2023

CAC Members

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CITY OF JACKSONVILLE PARKING STANDARDS

Introduction

In November 2019, the Jacksonville City Council formed a five-member Citizen Advisory Committee (CAC) to review and recommend changes to the Jacksonville Land Development Code (JLDC), and, as needed, the Comprehensive Plan. In July, 2020, the Citizen Advisory Committee (CAC) held their first meeting to review a draft version of the Development Code prepared by an earlier CAC. This version includes significant formatting and procedural differences from the current code. At this point, the CAC is beginning review of the final chapter of the draft version, which will be followed by a recommendation to the Planning Commission.

However, due to state regulations mandated through the Land Conservation and Development Commission (LCDC), the CAC is prioritizing a recommendation for amendments to the current Parking Standards for the Number of Spaces Required from Section 18.17.040 of the JLDC. These proposed amendments are drafted in such a way that they are consistent with the current format of the development code but can easily be retrofitted to comply with the format of the draft version. Additionally, because the City currently holds an exemption from OAR 660-012-0440, this staggered approach will allow for the City to examine how other Oregon cities mandate the removal of parking minimums and sustainably regulate parking in their development codes.

Process

Department of Land Conservation and Development (DLCD) Rulemaking

In July, 2022, the DLCD finalized rulemaking regarding state mandates for emission compliance. Contract Land Use Planner James Schireman was tasked with ensuring RVCOG's client jurisdictions within the Metropolitan Planning Organizations remained compliant, which included the City of Jacksonville. In early September, Planning Staff began to formulate the approach that would ensure compliance with the relevant Oregon Administrative Rules, while also acknowledging an already apparent lack of parking and alternative transit options within Jacksonville.

CAC Presentation

A presentation to the CAC outlined the applicable Division 12 OAR's regarding the required parking reforms, and specifically illustrated how OAR 660-012-0440 would effectively eliminate the City's ability to regulate parking minimums. The CAC recognized the impact of this OAR and ultimately determined that should the City of Jacksonville be upheld to the strict standards, eliminating parking standards City-wide would be the most efficient approach.

Town Hall

Consistent with the requirements of Chapter One of the Jacksonville Comprehensive Plan, the CAC in collaboration with the CCI, held a town hall on November 9th, 2022. During that town hall, staff provided a presentation summarizing the applicable parking standards, providing further emphasis that many of these reforms came directly from the DLCD as well as the City-wide impact of OAR-660-012-0440.

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DLCD Exemption Request

Following the town hall and CAC discussion, it was apparent that adherence to OAR 660-012-0440 would have a significant and disproportionate impact on Jacksonville than other communities within the MPO. With that, the Planning Department Staff submitted a request for an exemption, which was mailed to the director of DLCD on December 15, 2022.

On January 11, 2023, The Jacksonville Planning Department received a response deeming the City exempt from a portion of the rules (OAR 660-012-0440) which requires the city eliminate all parking minimums within the RVTD Transit Line. This exemption will sunset after 5 years, or up until January of 2028.

Following the exemption, staff prepared the amended version of the current code in accordance to the other required administrative rules, as summarized in this majority report.

Majority Report

During the CAC meeting on January 17th, 2023, the CAC reviewed an updated version of the parking standards, and ultimately directed staff to provide a Majority Report for review during the CAC meeting on January 31, 2023.

This Majority Report summarizes the CAC's recommendations for revisions to the Parking Standards from Chapter 18.17 of the JLDC. This Report along with the draft code amendments will be submitted to the Planning Commission for review and a Public Hearing. The Planning Commission's recommendation will then be forwarded to the City Council for additional public hearings and a final decision.

Proposed Revisions

The required parking reforms are specified in OAR's 660-012-0400 through 0450, though the City of Jacksonville is specifically exempt from 0440 until the year 2028. Some of the administrative rules are intended for larger cities, and are not applicable to Jacksonville. In addition to the required reforms, the CAC also included minor changes to clarify standards for garages and driveways.

Dwelling Unit & Shelter Reforms

The parking standards, found in section 18.17.040 of the JLDC, were amended to conform with land use associated reforms found in OAR 660-012-0430. These reforms mandate cities cannot require more than 1 parking space per unit for multi-unit developments. In addition, cities cannot require any parking for care homes or similar facilities, as well as shelters for those seeking transitional housing or protection from domestic violence.

Parking Management Approaches

Subsequently, Section 18.17.050 was rewritten to address the various parking management strategies allotted by the OAR's. In summary these regulations allow

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for developers to provide more sustainable parking designs or alternatives in favor of meeting the normal required number of minimum spaces. Some alternatives in allow every 3 kilowatts of alternative energy produced by a development to substitute for one parking space, while every two dwelling units above minimum ADA requirements can substitute for one space. Overall, staff found it best to locate these in-lieu options for parking minimums right after section 18.17.040 so that both tables may be easily referenced. In doing so, the subsequent sections were shifted by 1 digit.

ADA Accessibility

Because these reforms largely encourage developments to maximize building footprint over providing on-site parking. Currently the City of Jacksonville encourages a similar development style by allowing shared parking between businesses. However, shared or off-site parking can sometimes lead to increased walking distances for the mobility impaired, a facet acknowledged by DLCD in these reforms. Revisions in section 18.17.090 state that all ADA compatible parking should be located at the shortest distance possible to the building entrance, at a maximum distance of 200 feet from the entrance.

Garage & Carport Requirements

Currently, the city of Jacksonville does not require that homes be constructed with garages or carports, a requirement sometimes mandated in other municipalities. OAR 660-012-0425(a) mandates that cities no longer hold the ability to mandate these parking focused accessory structures. Should a development choose to provide such a parking structure, OAR 660-012-0425(b) states that the spots within the garage or carport shall be counted toward the minimum requirements. These requirements are reflected in what will be section 18.17.110(A) Development and Maintenance Standards for Off-Street Parking Area.

Electrical Vehicle Conduit

In addition to the reformed parking minimums for multi-unit developments, DLCD also requires that cities include provisions that mandate multi-unit developments of 5 or more units provide parking spaces that can support charging stations or other electrical vehicle infrastructure. In general, such spaces are called EV Conduit spaces, and should constitute at least 40% of all vehicle spaces present on the development. This reform is entailed in 18.17.110(I)

Climate Mitigation

Lastly, the parking reforms drafted by DLCD require that cities ensure that large scale developments over one quarter acre provide appropriate climate mitigation due to the fact large swathes of asphalt amplify heat. The revisions allow all three forms of mitigation, including the installation of solar panels or payment to a related fund, providing tree canopy over the parking area, or mandated the building on site utilize green technology equivalent to 1.5% of the building's contract value.

Conclusion

While the proposed amendments are largely driven by state level reform, they overall enable developers to utilize sustainable and more modern parking

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strategies. These reforms bring the City of Jacksonville into official compliance with the phase A parking reforms, as well as the EV Conduit component that was slated to occur by March 31st. However, there are still phase B reforms to be analyzed, one of which removes financial disincentives for parking, while the other mandates further land use associated restrictions. Bearing in mind this further review required, the CAC sends a favorable recommendation of these initial parking amendments to Chapter 18 of the Jacksonville LDC to the Jacksonville Planning Commission and the City Council for further review.

Exhibits

Exhibit A: Proposed Amendments to 18.17.020, *Off-Street Parking and Loading*



Beverly Smith
Chair, Citizen Advisory Committee



Ian Foster
Planning Director, City of Jacksonville

Date: 1-31-23

CHAPTER 18.16: APPURTENANCE STANDARDS

Section

18.16.010	Overall Landmark protection
18.16.020	Sidewalk and pathway standards
18.16.030	Driveway and Garage standards
<u>18.16.040</u>	<u>Driveway standards</u>
18.16.0540	Fence and wall standards
18.16.0650	Outbuilding and accessory standards
18.16.0760	Swimming pool standards
18.16.0870	Exterior lighting standards
18.16.0980	Crime prevention equipment standards
18.16.1090	Satellite dish and telecommunication equipment standards
18.16.1100	Drop box and news rack standards
18.16.1210	Dumpster standards
18.16.1320	Temporary structure standards

§ 18.16.010 OVERALL LANDMARK PROTECTION.

(A) Concrete sidewalks primarily exist in the commercial areas of town. Most other streets have either no sidewalks or dirt paths separated from the street by a narrow, grassy strip. Historically, many sidewalks were of wood or flat, irregular shaped, sandstone slabs.

(B) Early maps and photographs of Jacksonville show a profusion of outbuildings used for a wide variety of purposes and varying greatly in size. Usually these structures were located to the side or rear of the principal building on the property. Most of these outbuildings were constructed of wood, but some (such as those used for the cool storage of fruits and vegetables) were brick.

(C) Picket fences surround many of the older residential properties. High, closed vertical wood fences were sometimes used to enclose rear yards. Low, wire and wood post fences were also used.

§ 18.16.020 SIDEWALK AND PATHWAY STANDARDS.

(A) The requirement for the placement of a sidewalk or pathway along the frontage(s) of a subject property is determined by Exhibit C of the Transportation Element of the Jacksonville Comprehensive Plan. Where required or where the property owner desires to place a sidewalk or pathway, articulated concrete, brick, flagstone, paver, or decomposed granite sidewalks and pathways are encouraged. No matter which surface is selected, grading and compaction shall be sufficient to allow the unimpeded passage of wheeled vehicles such as bicycles, wheelchairs, and perambulators, while, at the same time, all new pathway areas should be constructed to function as a pervious surface.

(Am. ORD 579, passed 3-4-2008)

(B) When a pre-1940 sidewalk is located on or adjacent to a property, all details of that sidewalk should be preserved. When such a sidewalk is badly damaged or hazardous, all critical details (as determined by a representative of HARC) shall be removed and reset within compatible new construction. This may necessitate the use of concrete saws and/or additional handwork.

§ 18.16.030 GARAGE STANDARDS DRIVEWAY AND GARAGE STANDARDS.

(A) In a Level I Review area, the following standards shall apply to residential garage structures:
~~garages shall be:~~

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1. ~~Detached and~~ Garages shall be detached and located to the rear or ~~side of~~ side of a primary dwelling unit. ~~If an alley is available, it shall service the detached garage.~~ If lot size, shape, topography, or traffic circumstances prohibit such a relationship, or render it impractical, attached garages may be permitted provided that the garage is located at least ten (10') feet behind the front wall of the ~~house~~ primary dwelling unit.
2. ~~The total amount of garage space shall not exceed a~~ Total floor area for all garages shall not exceed of 1,000 square feet

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~~(B)~~

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(B) In all Review Levels, the following standards shall apply to residential garage structures:

1. Attached or detached garages shall be located at least ten (10') behind the front wall of a primary dwelling unit or structure.
2. Driveways shall be placed ~~along~~ within the side or rear yard setback of a residence ~~leading to a detached garage in the rear yard, unless an alley is available, wherever possible.~~ Shared driveways are encouraged to reduce the impact of the automobile on the appearance of small lot residential neighborhoods. Separated driveway wheel tracks of concrete, gravel, or decomposed granite are encouraged, except ~~in circumstances where regulated by the Oregon Fire Code e an extended driveway is a critical component of fire protection access. Impermeable surfacing shall be minimized.~~
3. ~~Where a property has alley access, vehicle access shall be taken from the alley and driveway approaches and curb cuts on adjacent streets shall not be permitted.~~

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§ 18.16.040 Driveway Standards

~~(D)~~ Driveway aprons affect the safety, capacity and character of a street. Every driveway approach can be a challenge to pedestrians, especially when the sidewalk dips with a curb cut. The combination of an uneven surface and the continuous potential threat of a motor vehicle impeding on the sidewalk negatively affects the pedestrian environment and the character of the street. Numerous driveway curb cuts within one (1) block length can be hazardous and detrimental to the character of the neighborhood.

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1. In order to maintain continuity for pedestrians and good vehicular access to streets, the following Driveway Apron and Curb Cut Standards have been developed and apply to private accesses onto all streets. New and/or reconstructed curb cuts and driveway aprons shall conform to the following driveway apron and curb cut standards:

- (a) Location of Access – When determining the location of an access, sight distance, spacing and other safety concerns shall be considered. When a property has frontage

to two (2) or more roadways, primary driveway access shall be the roadway with the lower functional classification, or as determined by the City of Jacksonville Public Works Department. A secondary access may be permitted by the Public Works Director, provided no hazardous conditions are created.

- (b) Number of Driveway Approaches Per Parcel – Driveway curb cuts or aprons shall be minimized where feasible. In order to minimize traffic problems, such as too many vehicles waiting to turn onto a street or poor operations for certain turning movements, restrictions may be required such as an access with right-in and right-out turning movements only. These restrictions shall be at the direction of the Jacksonville Public Works Department or Planning Commission.
- (c) Shared Driveways – Shared driveways with adjoining parcels are encouraged where feasible.
- (d) Access Radius, Width and Surfacing – For single-family residential access, the width of the driveway curb cut, apron, or approach at the property line shall not exceed eighteen (18') feet.
- (e) Subject to Jacksonville Public Works approval, commercial accesses shall have a sufficient approach radius to service the proposed uses, as determined by a civil or traffic engineer, with a maximum fifty (50') foot throat width. For commercial and/or industrial development, driveway curb cuts or aprons shall be minimized where feasible.
- (f) Commercial and residential access points shall, at a minimum, be paved from the existing edge of pavement to the limit of the public right of way. Pavement material must be approved by the City of Jacksonville Public Works Department, who shall also have discretion as to the use of curbing or other design materials.
- (g) Driveways shall be designed to ensure a maximum two (2%) percent cross slope on pedestrian ways that allows adequate drainage towards the road.
- (h) Minimum standards for driveway are as follows (Fire apparatus):
 - (i) Driveways shall be improved with surfaces sufficient to support fifty thousand (50,000) pounds.
 - (ii) Driveways shall be a minimum of twelve (12') feet in width for up to two (2) single-family dwellings and eighteen (18') feet for driveways that service three (3) or more single-family dwellings.
 - (iii) Residential driveways with a length greater than one hundred-fifty (150') feet shall maintain a vertical clearance of thirteen and one-half (13.5') feet and a horizontal clearance of twenty (20') feet for fire apparatus access.
 - (iv) Commercial driveways shall remain in compliance with the International Fire Code.
 - (v) Where turn-around areas are determined by the Fire Chief to be needed, the attached diagrams show the minimum required alternate terminus designs.
- (h) Drainage – All drainage from a driveway must enter a drainage ditch or storm drains catch basin and not be allowed to flow across a street.
- (i) Culverts – Installation and size of culverts shall be determined by the Jacksonville Public Works Department, with a minimum culver size of twelve (12'') inches in diameter and shall be installed per City recommendations. The Public Works Director may require an analysis and recommendation from a civil engineer. Head

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walls are to be installed on both upstream and downstream culvert openings and shall be approved by the Jacksonville Public Works Department.

(j) Application Requirements – The following information shall be provided by the applicant when applying for an access permit:

(i) A site plan with a detailed sketch of the access, including apron width at property line, culvert location if needed, surfacing material at existing street pavement, and proposed turning radii if commercial property.

(ii) A sketch of all street right-of-ways and other access points within eighty (80') feet of the proposed access.

(iii) The City of Jacksonville Public Works Department may require a construction detail of any proposed installation, including, but not limited to, pavement, curbs, and culvert installations.

(ORD. 547, passed 5-17-2005)

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CHAPTER 18.17: OFF-STREET PARKING AND LOADING

Section

18.17.010	Generally
18.17.020	Off-street loading
18.17.030	Off-street parking
18.17.040	Number of spaces required
18.17.050	Joint use of facilities
18.17.060	More than one use
18.17.070	Use of parking facilities
18.17.080	Location of parking facilities
18.17.090	Parking, front yard
18.17.100	Development and maintenance standards for off-street parking areas
18.17.110	Bicycle Parking

§ 18.17.010 GENERALLY.

No building or other permit shall be issued until plans and evidence are presented to show how the off-street parking and loading requirements are to be fulfilled and that property is and will be available for exclusive use as off-street parking and loading space. The subsequent use of the property for which the permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this chapter.

§ 18.17.020 OFF-STREET LOADING.

Every hospital, institution, hotel, commercial or industrial building hereafter erected or established having a gross floor area ten thousand (10,000') square feet or more shall provide and maintain at least one (1) off-street loading space plus one (1) additional off-street loading space for each additional twenty thousand (20,000') square feet of gross floor area. Any use requiring one-half (.5) or more of a loading space shall be

deemed to require the full space. Each loading space shall be not less than ten (10') feet wide, twenty-five (25') feet in length and fourteen (14') feet in height.

§ 18.17.030 OFF-STREET PARKING.

Off-street parking spaces shall be provided and maintained as set forth in this chapter for all uses in all zoning districts except the Historic ~~Commercial or HC~~ Core Zoning D district. Such off-street parking spaces shall be provided at the time:

1. A new building is hereafter erected or enlarged.
2. A building existing on the effective date of the ordinance codified in this title is enlarged to the extent that the cost of construction exceeds fifty (50%) percent of the market value of the building as shown on the county records or to the extent that the building's capacity is increased by more than fifty (50%) percent in terms of units listed in Section 17.84.040.
3. The use is changed to another use with greater parking requirements, provided that if the enlargement of a building existing at the time hereof is less than fifty (50%) percent, parking space shall be provided in proportion to the increase only. Any use requiring one-half (.5) or more of a parking space shall be deemed to require the full space. Parking spaces provided to meet the requirements of this chapter shall not be reduced in size or number to an amount less than required by this title for the use occupying the building. The provision and maintenance of off-street parking space is a continuing obligation of the property owner.

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§ 18.17.040 NUMBER OF SPACES REQUIRED.

Unless compensated for with code-authorized credits such as shared parking, the minimum number of off-street parking spaces required shall be as set forth in the following schedule. For all uses other than single-family residential, with the maximum number of spaces shall not ~~to~~ exceed ~~by~~ more than ten (10%) percent of the required minimum:

Use	Requirements
1. Residential.	
a. One-, two- and three-family dwelling	<u>One</u> Two spaces per dwelling unit. <u>Parking spots confined to a garage may satisfy this requirement</u>
b. Multiple-family unit with dwelling containing	One space per <u>dwelling unit</u> studio or dwelling
c. <u>Ancillary Dwelling Units (second dwelling on a single-family lot)</u> one bedroom & two spaces per dwelling unit	One space per dwelling unit.

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d. Residential units smaller than 750 Sq. Ft. Zero spaces

e. Publicly supported housing as defined in ORS 456.250 Zero spaces

f. Affordable housing as defined in OAR 660-039-0010 Zero spaces

g. Single room occupancy housing Zero spaces

four or more per dwelling with two (2) bedrooms or more. One (1) guest space dwelling units dwelling with two or more bedrooms.

h. Rooming or boarding houses; residential hotel One space for each guest accommodation plus one additional space per two employees.
(ORD. 547, passed 5-17-2005; Am. ORD 579, passed 3-4-08)

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2. Commercial-Residential.

- a. Hotel or motel or suite One (1) space per guest room plus one (1) additional space for the owner or manager.
- b. Club, lodge Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc.

3. Institutions.

- | | | |
|----|---|---|
| a. | Convalescent hospital,
nursing home, rest
home, home for the
aged, sanitarium, <u>meeting</u>
<u>the definition in ORS. 443.400</u> | Zero spaces <u>One</u>
<u>space per 1,000 square feet of gross</u>
<u>floor area</u> |
| b. | Hospital | Three spaces per two beds. |
| c. | <u>Emergency and transitional</u>
<u>shelters for people</u>
<u>experiencing homelessness</u> | <u>Zero spaces</u> |
| d. | <u>Domestic violence shelters</u> | <u>Zero spaces</u> |

4. Places of Public Assembly.

- | | | |
|----|---|---|
| a. | Church | One space per four seats or eight feet of bench length in the main auditorium. |
| b. | Library, reading room, museum, art gallery. | One space per 400 square feet of floor area plus one space per two employees. |
| c. | <u>Child care facility</u>
<u>as defined in ORS</u>
<u>329A.250</u> | <u>Zero spaces</u> |
| c. | Preschool nursery, kindergarten | Two spaces per teacher. |
| d. | Elementary or junior high school | Two spaces per classroom. |
| e. | High school | Six spaces per classroom |
| f. | Auditorium or other place of public assembly | One space per four or eight feet of bench length. If no permanent seats are provided, one space per 100 sq. feet of floor or assembly area. |

5. Commercial Amusement.

- a. Stadium, arenas, theater One (1) space per four (4) seats or eight (8') feet bench length.
- b. Bowling alley Three (3) spaces per alley.
- c. Dance hall, skating One (1) space per one hundred (100') square feet of floor area plus one (1) space per two (2) employees.

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6. Commercial.

- a. Retail store square One (1) space per four hundred (400') feet of retail floor area.
- b. Retail store exclusively handling bulky merchandise such as automobiles, furniture and large appliances One (1) space per six hundred (600') square feet of retail floor area.
- c. Service or repair shop One (1) space per eight hundred (800') square feet of retail floor area.
- d. Bank, office (except medical and dental) One (1) space per four hundred (400') square feet of floor area plus one (1) space for each two (2) employees.
- e. Medical or dental office One (1) space per two hundred (200') square feet of floor area plus one (1) space for each two (2) employees.
- f. Mortuary Twelve (12) spaces plus four (4) spaces for each room in excess of two (2) which can be used as a parlor or chapel.
- g. ~~Eating~~ ~~Eating and drinking~~ ~~or drinking~~ establishments One (1) space per four (4) seats or one (1) space per one hundred (100') square feet of dining or drinking area, whichever is greater.
- h. Open air market; used car sales lot One (1) space for fifteen hundred (1,500') square feet of land area.

7. Industrial.

- a. Storage warehouse, shift air, rail or trucking freight terminals One (1) space per employee on the maximum
- b. Wholesale establishments One (1) space per employee plus one (1) space per seven hundred (700') square feet of patron serving area

8. Other uses not specifically listed above shall furnish parking as required by the planning commission. In determining the off-street parking requirements for said uses, the planning commission shall use the above requirements as a general guide, and shall determine the minimum number of parking spaces required to avoid undue interference with the public use of streets and alleys.

9. Notwithstanding any other provision of Title 17 or Title 18, or the Jacksonville Comprehensive Plan, off-street parking spaces shall not be required to be provided for uses and activities connected with the Peter Britt Festival grounds, whether such land is owned by the Peter Britt Festival, Jackson County or the City of Jacksonville.
(Am. ORD 579, passed 3-4-2008)

§ 18.17.050 PARKING MANAGEMENT STRATEGIES

In order to address sites constrained by surface area or promote alternative parking management strategies, the number of required off-street parking spaces may be reduced through the application of credits. The Planning Commission may grant credits if one or more of the following management strategies are included with the proposal: ~~the following credits.~~

<u>Management strategy</u>	<u>Credit</u>
<u>1. Alternative Energy</u>	
<u>a. Kilowatts of capacity in solar or wind power that will be provided in the development</u>	<u>Reduction of one space per three kilowatts</u>
<u>b. Electrical vehicle charging station to be provided in the development</u>	<u>Reduction of two spaces per charging station</u>
<u>2. Accessibility</u>	
<u>a. Units to be provided in a development above minimum requirements for accessibility for those with mobility disabilities.</u>	<u>One space per two accessible dwelling units</u>
<u>3. Transit</u>	
<u>a. Dedicated car-sharing parking spaces</u>	<u>One space per dedicated vehicle sharing space.</u>

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§ 18.17.0650 JOINT USE OF FACILITIES.

The off-street parking requirements of two (2) or more use's, structures, or parcels of land may be satisfied by the same parking or loading space used jointly to the extent that it can be shown to the planning commission by the owners or operators of the use, structures, or parcels that their operations and parking needs do not overlap in point of time. If the uses, structures or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract or other appropriate written document to establish the joint use.

§ 18.17.0760 MORE THAN ONE USE.

Where more than one (1) use is included within any one (1) building or on any single parcel, the parking requirements shall be the sum total of the requirements of the various uses, provided, however, where the operation of these different uses is such that the hours of operation or uses complement each other insofar as the parking demand is concerned, the planning commission may authorize a reduction in these requirements. If the planning commission finds that a portion of the floor area, not less than one hundred (100') contiguous square feet, in a retail store will be used exclusively for storage of merchandise which is not being displayed for sale, it may deduct such space in computing parking requirements, but the owner shall not thereafter use the space for any other purpose without furnishing additional off-street parking as required by this chapter.

§ 18.17.0870 USE OF PARKING FACILITIES.

Areas needed to meet the parking requirements of a particular building or use shall not be transformed or changed to another type of use, or transferred to meet the parking requirements of another building or use until the parking required for the original user of said parking area is provided at another location. Required parking space shall be available for the parking of operable passenger vehicles of residents, customers, patrons and employees only, and shall not be used for the storage of vehicles or materials, or for the parking of trucks used in the conduct of the business or use.

§ 18.17.0980 LOCATION OF PARKING FACILITIES.

Off-street parking spaces for dwellings shall be located on the same lot with the dwelling. Other required parking spaces shall be located on the same parcel or on another parcel not further than three hundred (200') feet from the building or use they are intended to serve, measured in a straight line from the building. If any parking is provided on site, all ADA compatible parking shall be will be preferably located on site, or otherwise located and be the shortest distance possible to a main entrance via an accessible path and no greater than two hundred (200') feet from the entrance.

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Special encouragement shall be given to underground parking for multi-family facilities with the utilization of a ramped entrance that is disguised as a single-car garage. The burden of demonstrating the existence of off-premises parking arrangement rests upon the person who has the responsibility of providing parking.

(Am. ORD 579, passed 3-4-2008)

§ 18.17.10090 PARKING: FRONT YARD.

Unless otherwise provided, required parking and loading spaces shall not be located in a required front yard, except in the case of single-family dwellings subject to the front-yard setback requirements contained in 18.16.120, but such space may be located within a required side or rear yard.

§ 18.17.1100 DEVELOPMENT AND MAINTENANCE STANDARDS FOR OFF-STREET PARKING AREAS.

(A) Access. 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 or right-of-way other than an alley. ~~Parking spots confined to a garage may satisfy this requirement.~~

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(B) Screening. An off-street parking area for more than five (5) vehicles shall be effectively screened by a sight-obscuring fence, hedge or planting on each side which adjoins property situated in an R district or the premises of any school or like institution.

(C) Lighting. Any lighting used to illuminate the off-street parking areas shall be pedestrian-scale and so arranged that it will not project light rays directly upon any adjoining property in an R district.

(D) Surfacing. Areas used for standing and maneuvering of vehicles shall have permanent, dust-free surfaces maintained adequately for all-weather use and adequately drained so as to avoid flow of water across sidewalks and pathways. Unless determined unfeasible by a certified Engineer, all new parking areas shall be constructed with pervious materials, unless they are underground, covered by a roof, and/or likely to contain an unusual amount of hazardous materials that must be treated before entering groundwater. In the HC and GC Zones, parking areas provided for any property located within one block of California and North 5th Streets shall be paved with an asphalt or concrete surface. However, notwithstanding that requirement, the design shall be such that the parking area functions as a pervious surface.

(E) Vision Clearance. Service drive 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 adjoining said lines through points twenty (20') feet from their intersection.

(F) Curbing and Wheel Stops. Parking spaces along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property or a street. Wheel strips shall be a minimum of four (4") inches in height and width, and six (6') feet in length; shall be firmly attached to the ground, and so constructed as to withstand normal wear. Wheel stops shall be provided where appropriate for all spaces abutting property lines, buildings, landscaping and no vehicle shall overhang a public right-of-way.

(G) Marking. All spaces shall be permanently and clearly marked.

~~(H)~~ Landscaping. In all zones, except single-family and R-2 zones, all parking facilities shall include landscaping to cover not less than twelve (12%) percent of the area devoted to outdoor parking facilities, including any landscaping required in subsection of this section. Said landscaping shall be uniformly distributed throughout the parking area, be provided with irrigation facilities, and protective curbs or raised wood headers.

(H) It may consist of trees, plus shrubs, groundcover or related plant material.

(I) EV Conduit. New multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, shall require the provision of electrical service capacity, as defined in ORS 455.417, to accommodate 40 percent of all vehicle parking spaces.

(J) Climate Mitigation. Developments that include more than one quarter acre (10890 SF) of surface parking on a lot or parcel shall provide one of the following:

- i. Installation of solar panels with a generation capacity of at least 0.5 kilowatt per parking space on the property. Panels may be located anywhere on the property. Developers may pay \$1,500 per parking space in the development into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose;
- ii. Tree canopy covering at least 50 percent of the parking lot at maturity but no more than 15 years after planting.
- iii. Appropriate green energy technology or eligible alternatives in an amount equal to at least 1.5% of the total contract price of the building, as stated in OAR 330-135-0010

~~(K)~~ (K) Parking Layout and Design Criteria. All required parking areas shall be designed in accordance with the parking layout chart in Exhibit 'A'. All parking spaces shall be a minimum of eight and one-half (8.5') feet by twenty (20') feet and shall have a minimum twenty-four (24') foot backup space except where parking is angled.
(Am. ORD 579, passed, 3-4-2008)

EXHIBIT 'A'

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§ 18.17.1240 BICYCLE PARKING.

(A) All uses, with the exception of single-family residences and existing uses or structures in the Historic Core Zone, shall provide a minimum of two (2) sheltered bicycle parking spaces. The required bicycle parking facilities shall be constructed when an existing building is altered or enlarged, or when a use is intensified by the addition of floor space, seating capacity, or change in use.
(ORD. 584, passed, 12-2-2008)

(B) In addition, all uses which require off-street parking shall provide one bicycle parking space for every five (5) required automobile parking spaces. Fractional spaces shall be rounded up to the next whole space.

(C) All bicycle parking spaces shall be located in close proximity to the use they are intended to serve, shall be located no more than fifty (50') feet from a well-used entrance, and shall have direct access to both the public right-of-way and the main entrance of the principal use.

(D) Bicycle parking shall be well-illuminated and clearly marked as reserved for bicycle parking only.