

CHAPTER 18.16: APPURTENANCE STANDARDS

Section

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§ 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~~ ~~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.

- 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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§ 18.17.060 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.