



KEIZER PLANNING COMMISSION MEETING AGENDA

Wednesday, June 14, 2017 @ 6:00 p.m.

Keizer Civic Center Council Chambers

1. CALL TO ORDER

2. APPROVAL OF MINUTES - April 12, 2017

3. APPEARANCE OF INTERESTED CITIZENS

This time is made available for those who wish to speak about an issue that is not on the agenda.

4. PUBLIC HEARING: Text Amendment: Section 2.303 Off-Street Parking and Loading

5. NEW-OLD BUSINESS/STAFF REPORT

6. COUNCIL LIAISON REPORT

7. COUNCIL REPRESENTATIVE: Jerry Crane – June 19

8. ADJOURN

Next Meeting ~ July 12, 2017

2016-7 Work Plan

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| 1. Sections 2.102.02.C and 2.102.04.D (RS); 2.103.02.E and 2.103.04.D (RL); 2.104.02.E and 2.104.04.C (RM); and 2.105.02.C (RH) Child Care Standards | d. Section 2.118 (UT) |
| 2. Various Sections: Lot Line Adjustments and Pre Application Conference | e. Policy choices (UGB amendment) |
| 3. Section 2.311 Planned Unit Development Design Standards | 5. Food Cart Allowance |
| 4. Future Planning – Growth Management | 6. Section 2.315 - Design Review |
| a. Urban Transition (UT) Zone | 7. Clarification regarding corporations being represented by attorneys |
| b. Downtown Plan | 8. Transportation Planning |
| e. Section 2.102.06.J (RS) | 9. Section 2.306 – Storm Drainage |
| | 10. Section 2.126 Resource Conservation Overlay Zone |
| | 11. Section 2.110.05.C Overlay Zone |
| | 12. Master Plan |



**KEIZER PLANNING COMMISSION
MEETING MINUTES
Wednesday, April 12, 2017 @ 6:00 pm
Keizer Civic Center**

CALL TO ORDER

Chair Hersch Sangster called the meeting to order at 6:00 pm.

ROLL CALL:

Present:

Hersch Sangster, Chair
Kyle Juran, Vice Chair
Jerry Crane (6:05)
Garry Whalen
Michael DeBlasi
Jim Jacks

Absent:

Josh Eggleston

Council Liaison:

Marlene Parsons

Staff Present:

Nate Brown, Community Development Director
Shane Witham, Associate Planner
Shannon Johnson, City Attorney (left early)

VOLUNTEER APPRECIATION: Phil Gerstner from the Volunteer Coordinating Committee thanked Commissioners for their dedication and commitment to the City and distributed cookies as a token of appreciation.

APPROVAL OF MINUTES: Commissioner DeBlasi suggested additional verbiage for the Minutes. Commissioner Juran moved for approval of the March 2017 Regular Session Minutes as amended. Commissioner Jacks seconded. Motion passed as follows: Sangster, Juran, Whalen, Jacks and DeBlasi in favor with Crane absent at time of vote and Eggleston absent.

APPEARANCE OF INTERESTED CITIZENS: None

CONTINUATION OF PUBLIC HEARING: Section 2.110 – Commercial Mixed Use: *Chair Sangster re-opened the Public Hearing.*

Senior Planner, Shane Witham, explained that most of the packet materials are the same as last month except for the supplemental staff report. The staff recommendation is still the same. He reminded Commissioners that at the last meeting Safeway was agreeable to all the conditions except for the limitation of retail sales at the fueling station. The staff report explains that there was concern about the 800 square foot auxiliary structure. While the store might be convenient for a purchaser, staff is concerned that it will create a different dynamic and would not be an accessory to Safeway. Couple that with the mitigation measures, staff felt they could only support the fueling station under narrow parameters. The Fire District voiced concerns regarding traffic and staff has attempted to address and mitigate those concerns. He urged commissioners to refrain from site-specific discussion and focus on the text amendment. He brought their attention to the map

of the overlay zone, proposed language and the conditional use section of the Code. He added that Safeway has asked that the Public Hearing be continued.

Community Development Director Nate Brown added that language could be added to specifically address the operations of the Fire District if Commissioners felt it was not adequately covered. He explained that staff is in favor of addressing this project as a Conditional Use because that process allows for stringent review and there are criteria that the applicant must go through. That is where issues with the Fire District can be addressed. He also spoke with Steve Dickie at the Transit District and they have no issues with this project. Their point is that the review process is the time to evaluate the traffic operations and they do not have specific concerns regarding their stop.

Discussion followed regarding including Fire District suggestions in the Public Works recommendation, the appeal process of conditional use permits, specific transportation conflicts, aesthetic requirements, mitigation of visible queuing, cars in a que vs. parked cars and specific development proposals.

Jeff Cowan, Keizer Fire Chief, stated that he spoke at the last meeting and the District stands by their testimony of last month. He noted that the District has tried to set up meetings with Safeway and the traffic engineer but been unsuccessful and for that reason would like the Public Hearing to be continued so that everyone can make an educated decision. He voiced the opinion that the current traffic impact study was insufficient because it did not answer enough questions related to the Fire District and was silent on the emergency response traffic.

Lengthy discussion then took place regarding the Public Hearing process.

Commissioner Crane moved to close the Public Hearing. Commissioner Whalen seconded.

Commissioner Jacks noted that he would not support closing the Public Hearing because two parties had asked that it be continued. He asked staff to check with City Attorney Shannon Johnson about the recent LUBA or Court of Appeals decision and how it would affect the criteria referred to in section 3.103E. Mr. Brown responded that staff deals with court decisions on a daily basis and that would play out in specific processing of the Conditional Use. He agreed to have the conversation with Mr. Johnson but noted that he did not think it would alter this issue.

Motion passed as follows: Sangster, Juran, Whalen, Crane and DeBlasi in favor with Jacks opposed and Eggleston absent.

Chair Sangster closed the Public Hearing.

Following additional discussion, Commissioners agreed that they wanted to include the verbiage "Must address the operational needs of the Fire District" and wanted to specifically exclude the sale of propane at the fueling station.

Commissioner Crane moved to accept the staff recommendation with the two exceptions to add excluding the sale of propane and that the gas station must address the operation needs of the Fire District. Commissioner Juran seconded.

Commissioner Jacks offered a friendly amendment to correct #7 changing 'not limited' to 'not limited to' and correcting 'any all'. Commissioners Crane and Juran accepted the amendment.

Commissioner DeBlasi expressed concern about this concept in general regardless of convenience. He asked that building adaptability be considered: A core building allows for any business but a gas station will always be a gas station. The Commission should be looking at intensifying the land use in this core area. He voiced appreciation for what staff has done in trying to mitigate the effect of a gas station, but stated that good design does not need mitigation. Safeway has said they want to use the property but are not tied to a gas station, and there are four gas stations within a mile of Safeway already.

Commissioner Jacks noted that he would vote in opposition because both parties had asked that the Public Hearing be continued.

Motion passed as follows: Sangster, Juran, Whalen and Crane in favor with DeBlasi and Jacks opposed and Eggleston absent.

NEW/OLD BUSINESS/STAFF REPORT: Mr. Brown explained that staff will be asking for input on prioritizing the following projects: Item 4 from the Work Plan, Development Standards in the Code (Design Review), the Sign Code and the Color Code. It is also anticipated that someone from the State will come to the May meeting and explain the grant process and its intent.

Mr. Witham added that many things on the work plan require corroboration with Stormwater and they are still working on the permit which keeps getting delayed by changes at the federal level. There are housekeeping measures that can be addressed as well.

Mr. Brown added that Salem-Keizer Area Transportation Study (SKATS) and the Oregon Metropolitan Planning Organization Consortium (OMPOC) has awarded Keizer money to look at impacts caused by growth so there are a lot of things going on that are important to Keizer.

COUNCIL LIAISON REPORT: Councilor Parsons reported that Safeway had their grand opening and donated \$1,000 to Keizer Little League; a new officer was sworn in – a lateral officer from Sandy, the Long Range Planning Task Force held a meeting, Council adopted long and short term goals and is now gearing up for budget.

COUNCIL REPRESENTATIVE: Commissioner DeBlasi will report to Council.

ADJOURN: The meeting adjourned at 8:03 pm.

Next Meeting: May 10, 2017

Minutes approved: _____

TO: PLANNING COMMISSION
THRU: NATE BROWN, COMMUNITY DEVELOPMENT DIRECTOR
FROM: SHANE WITHAM, SENIOR PLANNER

DATE: June 7, 2017

SUBJECT: Proposed text amendment – Section 2.303 (Off-Street Parking and Loading)

Attachments:

- **Section 2.303 (Off-Street Parking and Loading) – draft**

DISCUSSION:

It was brought to the attention of planning staff that a conflict existed in the Keizer Development Code (KDC) regarding requirements for parking. Specifically in relation to how many parking spaces were required for a “theater”. The “theater” use was listed in two separate categories in Section 2.303.06.A, which resulted in confusion as to which standard should be applied. The Community Development Director has made an interpretation as to which category should be applied to this type of land use. The proposed text amendment will eliminate this identified conflict, as well as provide additional standards and clarifications for several other requirements pertaining to off-street parking and loading areas.

The proposed amendment will clarify minimum parking requirements, parking space and aisle width standards, and provide additional standards for parking lot landscaping. These changes are the result of collaboration and input received from the Public Works Department’s Environmental Division, Code Enforcement Officer, and Planning Staff. The proposed changes will have a positive effect for customers and staff alike, in the effective administration and application of the KDC.

RECOMMENDATION:

That the Planning Commission consider the proposal and forward a recommendation to the City Council it be adopted.

2.303 OFF-STREET PARKING AND LOADING

2.303.01 Purpose

The purpose of this Section is to provide standards to ensure adequate areas for the parking, maneuvering, loading and unloading of vehicles and bicycles for all land uses in the City of Keizer. (12/15)

2.303.02 Scope

The provisions of this Section shall apply to the following types of development: (5/98)

- A. New Building. Any new building or structure erected after the effective date of this Ordinance. (5/98)
- B. Expansion. The construction or provision of additional floor area, seating capacity, or other expansion of an existing building or structure. (5/98)
- C. Change in Use. A change in the use of a building or structure which would require additional parking spaces or off-street loading areas under the provisions of this Section. (5/98)

2.303.03 General Provisions Off-Street Parking and Loading

- A. Owner Responsibility. The provision and maintenance of off-street parking and loading space is a continuing obligation of the property owner. No building permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this Ordinance. (5/98)
- B. Additional Parking Required Prior to Occupancy. Should the owner or occupant of any lot or building change the use to which the lot or building is used, thereby increasing off-street parking and loading requirements, it shall be unlawful and a violation of this ordinance to begin or maintain such altered use until such time as the increased off-street parking and loading requirements are observed. (07/06)
- C. Interpretation by Administrator. Requirements for types of buildings and uses not specifically listed herein shall be determined by the Zoning Administrator based upon the requirements of comparable uses listed and expectations of parking and loading need. The Zoning Administrator shall have the authority to make adjustments based on parking demand analysis prepared by an applicant. (07/06)

- D. Combined Uses. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately, unless a reduction is approved for shared parking pursuant to Subsection 2.303.05. (5/98)
- E. Use of Parking Spaces. Required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons or employees only, and shall not be used for storage of vehicles or materials including solid waste collection containers. Garages for single family and duplex dwelling units shall not be counted in determining required parking spaces. (5/98)
- F. Drainage. All new parking areas and expansion of existing parking areas shall provide a storm drainage system to dispose of runoff generated by the impervious surface. Provisions shall be made for the appropriate on-site collection, storage, conveyance, and treatment of drainage water. All development shall be designed and constructed, to prevent sheet flow of such water onto sidewalks, public rights of way, and abutting properties. The drainage system shall be approved by Keizer Public Works Department prior to construction and shall be constructed in accordance with the city's storm water management regulations. (12/15)

2.303.04 Location and Use Provisions

Off-street parking and loading areas shall be provided on the same lot with the main building or structure or use except that: (5/98)

- A. Residential Zone. In any residential zone, automobile parking areas may be located on another lot if the lot is within 200 feet of the lot containing the main building, structure or use and a parking agreement is recorded. A copy of such recorded agreement shall be provided to the city. Tandem parking (stacking no more than two cars end to end in a private drive way) shall be an acceptable method of meeting parking requirements. (12/15)
- B. Non-residential Zone. In any non-residential zone, the parking area may be located off the site of the use if it is within 500 feet of such site and a parking agreement is recorded. A copy of such recorded agreement shall be provided to the city. (12/15)
- C. Accessory Parking Use, Non-residential. Parking of vehicles in a structure, or outdoors, is a permitted accessory or secondary use in non-residential zones. (07/06)
- D. Accessory Parking Use, Residential. Parking of vehicles in a structure or outdoors is a permitted accessory use in conjunction with a dwelling in any zone provided: (5/98)

1. All of the vehicles are owned by the owner or lessee of the lot. (5/98)
 2. Vehicles parked outdoors in a residential zone may be parked in a space driveway, as regulated herein, and must be located within the front yard meeting the requirements for required parking in this Section. (12/15)
 3. Vehicles parked on a lot in a residential zone shall be for the personal use of the occupants of the dwelling. One vehicle used in conjunction with a home occupation or other employment may be parked on the lot provided it complies with the provisions in Section 2.407.G. (12/11)
 4. A parking plan must be approved for all development not served by a public street or for development served by any public street that does not include parking on both sides of the street. The parking plan shall illustrate how minimum parking requirements will be met for all newly created lots.
- E. Yard Parking Restrictions. No parking of vehicles, trailers, boats, or recreational vehicles shall be allowed in a front yard except on a driveway. (12/15)
- F. Storage Restrictions. Side and rear yards may be used for storage and parking of vehicles, trailers, boats, and recreational vehicles. Storage and parking areas shall be screened by a six foot high fence, wall, or hedge. Storage and parking areas shall be either durable hard surface or gravel surface consistent with the requirements in Section 2.413 (Recreational Vehicle Storage – Single Family Homes). The fence, wall, or hedge shall comply with the provisions regarding the location for fences and maintaining a vision clearance area. All vehicle storage areas must be served by a driveway. (12/15)
- G. All vehicles are subject to the regulations prohibiting illicit discharge, as governed by applicable City regulations.

2.303.05 Joint Use

Parking area may be used for a loading area during those times when the parking area is not needed or used. Parking areas may be shared subject to Zoning Administrator's approval for commercial and industrial uses where hours of operation or use are staggered such that peak demand periods do not occur simultaneously. Such joint use shall not be approved unless satisfactory legal evidence is presented which demonstrates the access and parking rights of parties. (07/06)

2.303.06 Off-Street Automobile Parking Requirements

Off-street parking shall be provided in the amount not less than listed below. (5/98)

A. Parking Requirements

LAND-USE ACTIVITY	SPACES**	HOW MEASURED*
Single Family and Duplex	2	per dwelling unit
Single family dwellings having their access via an access easement, on a street restricting on-street parking, or a flag lot shall provide three on-site parking spaces.	3	Per dwelling unit
All other multi-family types: 1 bedroom unit 2 or more bedroom unit	1+ 1.5+ + Plus 1 space per 10 units for visitor parking	
Hotel, motel, Bed and Breakfast	4	Per guest room
Club, lodge		Combination of heaviest uses being conducted: hotel, restaurant, etc.
Hospital	4	Per 2 beds
Nursing home, convalescent home, Memory care	4	Per 3 beds
Senior living facility, assisted living facility		To be determined through review process
Health service, medical or doctor's office, non-profit shelter providing emergency housing and associate services	4	Per 350 square feet
House of worship, auditorium, stadium, theater	4	Per 4 seats or every 8 feet of bench length

Park, special event		As determined through conditional use/master plan or city council review
Elementary, middle school	2+1	Per classroom + per 350-sq ft of administrative office
High school	1+1+1	Per classroom + per 10 students + per 350-sq ft of administrative office
Family Daycare provider, Day care facility	In addition to required single family parking 1 2	Up to 12 children More than 12 children
Preschool, nursery	1	Per each employee plus 1 space per room
Bowling alley, skating rink, community center, recreation facility	1	Per 200 square feet
Golf Course	4	Per green
Theater for movies or plays	1	Per 3 seats
Tennis courts, racquetball courts	2	Per court
Retail store	1	Per 300 square feet
Personal Service	1	Per 350 square feet
Service repair center; retail store handling bulky merchandise (e.g. furniture, home furnishing, major equipment), home appliance, television, electronic equipment	1	Per 900 square feet
Dry cleaner	1	Per 1000 square feet
Laundromat	1	Per 300 square feet
Bank, credit union	1	Per 400 square feet
Office used for real estate, lawyer, insurance brokers	1	Per 500 square feet
General Office (non-medical)	1	Per 500 square feet
Eating and drinking establishment	1	Per 125 square feet

Wholesale establishment	4	Per 2,000 square feet
Government offices open to the public	4	Per 500 square feet
Wireless telecommunication facility	4	Per facility
Industrial, manufacturing, processing (0 - 24,999 sf)	4	Per 1,000 square feet
Industrial, manufacturing, processing (25,000 - 49,999 sf)	4	Per 1,000 square feet
Industrial, manufacturing, processing (50,000 - 79,999 sf)	4	Per 1,000 square feet
Industrial, manufacturing, processing (80,000 - 199,999 sf)	4	Per 2,000 square feet
Industrial, manufacturing, processing (200,000 sf and over)	4	Per 3,000 square feet
Warehousing and storage terminals 0 - 49,999 sf	4	Per 2,000 square feet
Warehousing and storage terminals 50,000 sf and over	4	Per 5,000 square feet

— *Square footage = Gross floor area. (12/15)

— **Totals shall be rounded up to the next whole number

<u>LAND USE ACTIVITY</u>	<u>SPACES REQUIRED</u> *Square footage = Gross floor area. (12/15) *Totals shall be rounded up to the next whole number
<u>Single Family and Duplex</u>	<u>2 per dwelling unit</u>
<u>Single family dwellings having their access via an access easement, on a street restricting on-street parking, or a flag lot</u>	<u>3 per dwelling unit</u>
<u>All other multi-family types</u>	<u>1 space per 1 bedroom unit + 1 additional space for every 10 units</u> <u>OR</u> <u>1.5 spaces per 2 or more bedroom units + 1 additional space for every 10 units</u>
<u>Hotel, motel, Bed and Breakfast</u>	<u>1 space per guest room</u>

<u>Club, lodge</u>	<u>Combination of heaviest uses being conducted: hotel, restaurant, etc.</u>
<u>Hospital</u>	<u>1 space per 2 beds</u>
<u>Nursing home, convalescent home, Memory care</u>	<u>1 space per 3 beds</u>
<u>Senior living facility, assisted living facility</u>	<u>To be determined through review process</u>
<u>Health service, medical or doctor's office, non-profit shelter providing emergency housing and associate services</u>	<u>1 space per 350 square feet</u>
<u>House of worship, auditorium, stadium, theater</u>	<u>1 per 4 seats or every 8 feet of bench length</u>
<u>Park, special event</u>	<u>As determined through conditional use/master plan or city council review</u>
<u>Elementary, middle school</u>	<u>2 spaces per classroom – In addition, 1 space per 350 sq ft of administrative office</u>
<u>High school</u>	<u>1 space per classroom – In addition, 1 space per 10 students and 1 space per 350 sq ft of administrative office</u>
<u>Family Daycare provider, Day care facility</u>	<u>In addition to required single family parking:</u> <u>1 space for up to 12 children</u> <u>2 spaces for more than 12 children</u>
<u>Preschool, nursery</u>	<u>1 space per each employee plus 1 space per room</u>
<u>Bowling alley, skating rink, community center, recreation facility</u>	<u>1 space per 200 square feet</u>
<u>Golf Course</u>	<u>4 spaces per green</u>
<u>Tennis courts, racquetball courts</u>	<u>2 spaces per court</u>
<u>Retail store</u>	<u>1 space per 300 square feet</u>
<u>Personal Service</u>	<u>1 space per 350 square feet</u>
<u>Service repair center; retail store handling bulky merchandise (e.g. furniture, home furnishing, major equipment), home appliance, television, electronic equipment</u>	<u>1 space per 900 square feet</u>

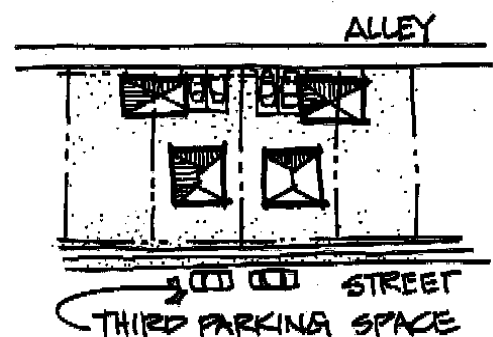
<u>Dry cleaner</u>	<u>1 space per 1,000 square feet</u>
<u>Laundromat</u>	<u>1 space per 300 square feet</u>
<u>Bank, credit union</u>	<u>1 space per 400 square feet</u>
<u>Office used for real estate, lawyer, insurance brokers</u>	<u>1 space per 500 square feet</u>
<u>General Office (non-medical)</u>	<u>1 space per 500 square feet</u>
<u>Eating and drinking establishment</u>	<u>1 space per 125 square feet</u>
<u>Wholesale establishment</u>	<u>1 space per 2,000 square feet</u>
<u>Government offices open to the public</u>	<u>1 space per 500 square feet</u>
<u>Wireless telecommunication facility</u>	<u>1 space per facility</u>
<u>Industrial, manufacturing, processing</u>	<u>1 space per 1,000 square feet</u>
<u>Warehousing and storage terminals</u>	<u>1 space per 2,000 square feet</u>

B. Parking Reduction

The number of minimum required parking spaces may be reduced by up to 10% if the site is served by transit and transit related amenities such as transit stops, pull-outs, shelters, park and ride lots, are provided or will be provided as part of the development of the site. (12/15)

C. Parking Increase

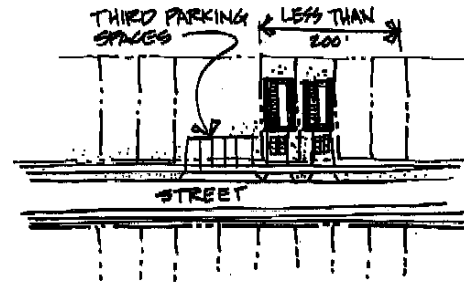
The number of minimum required parking spaces shall not be increased by more than 50% unless a property owner provides a parking demand analysis which documents that a greater amount is necessary to serve the needs of those who will use the parking facility and is accepted by the Community Development Director. (12/15)



3rd Parking Space on Alley

2.303.07 Standards for Disabled Person Parking Spaces

Disabled Person Parking Spaces shall comply with the requirements of the ~~Uniform Building Code~~ and ODOT standards. (5/98)



3rd Parking Space in Parking Bay

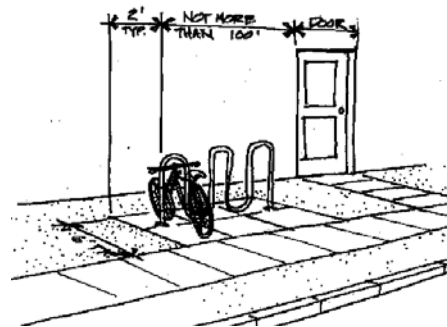
2.303.08 Bicycle Parking

A Bicycle Parking Required. Bicycle Parking shall be required in all public and semi-public, commercial, multi-family, and industrial development as well as park-and-ride lots. Bicycle parking shall be based on the amount of automobile parking required. In addition to a required one bicycle parking space, bicycle parking spaces shall be calculated at five percent of the amount of the automobile parking spaces which are required and all fractions are rounded up to the next whole number. (12/15)

B. Bicycle Parking Development Requirements

1. Space Size. Each bicycle parking space shall be a minimum of six feet long and two feet wide and be accessible by a minimum four foot aisle. (5/98)

2. Location. All bicycle parking areas shall be within 50 feet of a building entrance and located within a well-lit area. Bicycle parking areas shall be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by automobiles. (12/15)



Bicycle Parking Standards

3. Rack Design. Bicycle racks must be designed to secure the bicycle frame and at least one wheel, and, accommodate a locking device. Racks, lockers or other related facilities shall be securely anchored to the ground or to a structure. As an alternative, the bicycle spaces can be provided within a secured compound. Fixed objects which are intended to serve as bicycle parking facilities but which are not obviously designed for such purposes shall be clearly labeled as available for bicycle parking. (12/15)

4. Access. Access to a public right-of-way and pedestrian access from the bicycle parking area to the building entrance must be provided. (5/98)

C. Exemptions

The following uses are exempt from the bicycle parking requirements: (5/98)

1. Seasonal or temporary businesses. (5/98)
2. Wireless telecommunication facilities, and other utilities (12/15)

2.303.09 Carpool and Vanpool Parking

New office or industrial development with 100 or more parking spaces shall designate at least 5% of the parking spaces for carpool or vanpool parking. These designated spaces shall be the closest parking spaces to the building entrance normally used by employees, with the exception of handicapped parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only" along with specific hours of use. Any other use establishing car and vanpool spaces may reduce the minimum parking requirement by 3 spaces for each carpool/vanpool space created. (5/98)

2.303.10 Off-Street Loading Requirements

Off-street loading space shall be provided as listed below: (5/98)

- A. Commercial Office. Commercial office buildings shall require a minimum loading space size of 12 feet wide, 20 feet long and 14 feet high in the following amounts: for buildings over 5,000 square feet of gross floor area, 1 space; for each additional 40,000 square feet of gross floor area, or any portion thereof, 1 space. (5/98)
- B. Commercial and Industrial. All other commercial or industrial buildings shall require a minimum loading space of 12 feet wide, 30 feet long, and 14 feet high in the following amount: for buildings containing over 5,000 square feet of gross floor area, 1 space; for each additional 40,000 square feet of gross floor area, or any portion thereof, 1 space. (5/98)

2.303.11 Parking and Loading Area Development Requirements

All Parking and loading areas shall be developed and maintained as follows:

- A. Surfacing. All driveways, parking and loading areas shall have a durable, hard, dust free surface such as asphalt, concrete, or pavers (segmented bricks). Temporary or over-flow parking areas may be allowed on a case by case basis subject to Public Works and Community Development approval to be exempt from this requirement. Over-flow is defined as being on an infrequent or occasional basis and is in addition to parking that already exists on the site. Temporary is less than two years in duration. (12/15)

B. Parking Spaces

1. Dimensions. Head-in Parking spaces shall be a minimum 9 feet wide and 18 feet in length. Parallel parking spaces shall be a minimum 9 feet wide and 22 feet in length.
2. Compact Spaces. Compact parking spaces, at a reduced width of 8.5 feet, and 16 feet in length, shall be permitted on sites with more than five (5) parking spaces. No more than 30% of the required parking shall be compact spaces and each space must be identified as a "Compact Space." (12/15)

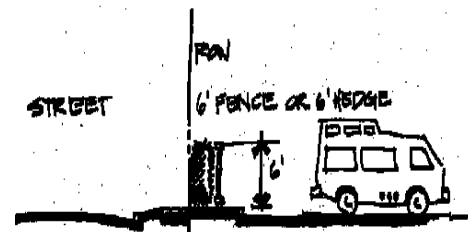
C. Aisle Dimensions

The following minimum aisle dimensions shall apply: (5/98)

1. Without adjacent parking:
 - a. Single family residence: 12 feet
 - b. One-way: 12 feet
 - c. Two-way: 22 feet
2. With adjacent parking: (5/98)

PARKING ANGLE	AISLE WIDTH	
	<u>One-way</u>	<u>Two-way</u>
0 to 40	14 feet	<u>24 feet</u>
41 to 55	15 feet	<u>24 feet</u>
56 to 70	18 feet	<u>24 feet</u>
71 to 90	24 feet	<u>24 feet</u>

- D. Screening. When any parking or loading area abuts a residential zone, the parking or loading area shall be screened or buffered as is required in Section 2.309.05. (07/06)



Parking Lot Screening

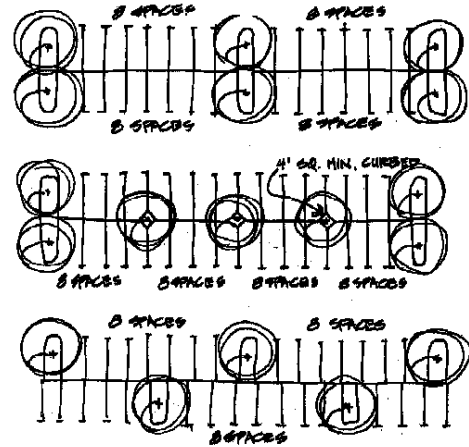
- E. Lighting. All lighting shall be directed entirely onto the loading or parking area and away from any residential use. The lighting shall not cast a glare or reflection onto the public rights-of-way, and shall provide appropriate shielding

so the light source is not visible from any public right of way or adjacent residential property. (5/98)

F. Landscaping.

1. Parking lot landscaping should be designed to provide shade, reduce storm water runoff, and direct traffic. Incorporation of approved stormwater quality facilities in landscaped areas is encouraged.

2. AOne tree shall be planted for every eight lineal parking spaces not located adjacent to a building. The planting space shall measure no less than 4 feet square and be contained by appropriate methods to ensure landscaping materials are kept in place, and vegetation is protected from vehicle maneuvering and parking areas. Trees may be planted in clusters to screen or buffer the development if approved in the Landscaping plan.



Parking Lot Tree Siting Alternatives

The planting space shall measure no less than 4 feet square and be surrounded by concrete curbing.

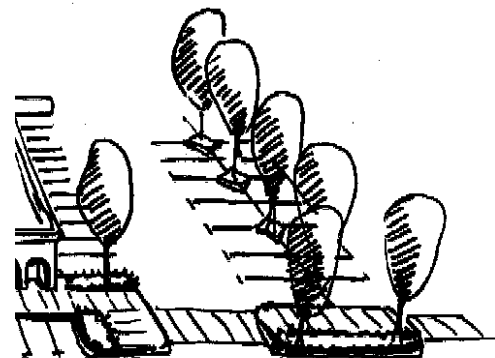
3. The plant Trees shall be of a species that the root system will not interfere with underground utilities or the parking surface, and must be, ~~is~~ capable of achieving a minimum 15 foot radius.

4. All trees must be planted in proximity to proposed parking areas. At a minimum, 1/3 of the diameter of the proposed mature tree canopy shall provide shade and overlap the parking area.

5. Trees may be planted within a storm drainage area subject to Public Works review and approval,

~~and~~ provided ~~that~~ the selected tree species will not adversely impact the function of the storm drainage facility.

6. Trees shall be a minimum 2" caliper at the time of planting, of a suitable species, and be healthy with no visible damage. (12/15)



Parking Lot Landscaping

- G. Traffic Flow. Service drives to off-street parking areas shall be designed and constructed to allow flow of traffic, provide maximum safety of traffic access and egress and the maximum safety of pedestrians and vehicular traffic on the site. (5/98)
- H. Entrance/Exits. Service drive exits shall have a minimum vision clearance area of 15 feet from the intersection of the street and driveway. (5/98)
- I. Bumper Rails. Parking spaces along the outer boundaries of a parking area shall be contained by a curb or a bumper rail to prevent a motor vehicle from extending over an adjacent property, a street, or a sidewalk. The bumper shall be at least 4" high and located a minimum of 3 feet from the property line. (5/98)
- J. Existing development may redevelop a portion of existing parking areas in order to accommodate or provide transit-related amenities such as transit stops, pull-outs, shelters, and park and ride stations. The number of parking spaces may be reduced by up to 10% of the minimum required parking spaces for that use. (07/09)