



# Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



## NOTICE OF ADOPTED AMENDMENT

06/16/2009

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

**FROM:** Plan Amendment Program Specialist

**SUBJECT:** City of Grants Pass Plan Amendment  
DLCD File Number 008-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

**DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL:** Monday, June 29, 2009

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

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

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

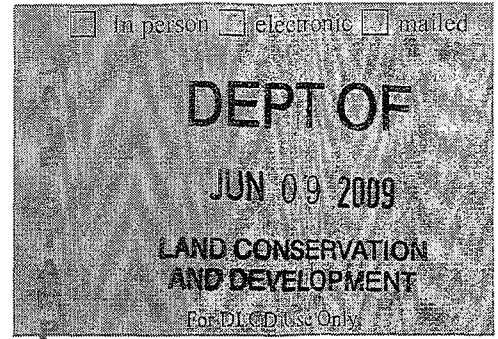
**Cc:** Jared Voice, City of Grants Pass  
Gloria Gardiner, DLCD Urban Planning Specialist

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FORM 2

# DLCD

## Notice of Adoption



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

Jurisdiction: City of Grants Pass

Local file number: 08-40500007

Date of Adoption: 5/20/09 (Ordinance); 6/3/09 (Findings of Fact) Date Mailed: 6/9/2009

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Select one** Date: Yes, 12/18/2008

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

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

The ordinance adopts a text amendment to Development Code standards for parking area surfacing and residential parking, and also adopts miscellaneous house-keeping amendments.

Does the Adoption differ from proposal? Please select one

Yes - the Urban Area Planning Commission amended the parking standards for residential dwelling units containing 5 or more bedrooms. The proposed amendment would have required 2 parking spaces for dwelling units containing 3 or more bedrooms. The adopted amendment requires 3 parking spaces for dwelling units containing 5 or more bedrooms.

Plan Map Changed from: to:

Zone Map Changed from: to:

Location: N/A Acres Involved:

Specify Density: Previous: New:

Applicable statewide planning goals:

- |                                     |                          |                          |                          |                                     |                                     |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>1</b>                            | <b>2</b>                 | <b>3</b>                 | <b>4</b>                 | <b>5</b>                            | <b>6</b>                            | <b>7</b>                 | <b>8</b>                 | <b>9</b>                 | <b>10</b>                | <b>11</b>                | <b>12</b>                | <b>13</b>                | <b>14</b>                | <b>15</b>                | <b>16</b>                | <b>17</b>                | <b>18</b>                | <b>19</b>                |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

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

DLCD file No. 008-08 (17289) [15550]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Josephine County

Local Contact: Jared Voice

Phone: (541) 474-6355 Extension: 6317

Address: 101 NW "A" Street

Fax Number: 541-476-9218

City: Grants Pass

Zip: 97526

E-mail Address: jvoice@grantspassoregon.gov

## ADOPTION SUBMITTAL REQUIREMENTS

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

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:  
**ATTENTION: PLAN AMENDMENT SPECIALIST**  
**DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT**  
**635 CAPITOL STREET NE, SUITE 150**  
**SALEM, OREGON 97301-2540**
2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

ORDINANCE NO. 5489

**AN ORDINANCE ADOPTING A TEXT AMENDMENT TO DEVELOPMENT CODE STANDARDS FOR PARKING AREA SURFACING AND RESIDENTIAL PARKING, AND MISCELLANEOUS HOUSEKEEPING AMENDMENTS.**

**WHEREAS:**

1. The Comprehensive Plan of the City of Grants Pass was adopted December 15, 1982. The Development Code of the City of Grants Pass was adopted August 17, 1983; and
2. The ordinance amends Articles 2, 12 and 25 of the Development Code; and
3. The proposal is consistent with the goals and policies of the Comprehensive Plan; and
4. The applicable criteria from the Development Code are satisfied, and the proposed amendment is recommended by the Planning Commission to the City Council.

**NOW, THEREFORE, THE CITY OF GRANTS PASS HEREBY ORDAINS:**

**Section 1:** The housekeeping amendment to Development Code Schedule 2-1, as set forth in Exhibit "A", is hereby adopted.

**Section 2:** The amendment to Development Code Section 12.152, to specify that a garage door / carport opening setback of 20 feet is required within front and exterior yards for all residential zones, as set forth in Exhibit "B", is hereby adopted.

**Section 3:** The housekeeping amendment to Development Code Section 12.153 (1), as set forth in Exhibit "C", is hereby adopted.

**Section 4:** The amendment to Development Code Section 12.252, to specify that a garage door / carport opening setback of 20 feet is required within all front and exterior yards for residential development within the General Commercial zone, as set forth in Exhibit "D", is hereby adopted.

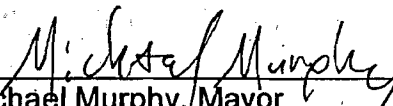
**Section 5:** The amendment to Development Code Section 25.031, to specify that parking and maneuvering areas must be surfaced per Code provisions prior to final plat for all land divisions, as set forth in Exhibit "E", is hereby adopted.

**Section 6:** The amendment to Development Code Section 25.033 (3), to allow pervious surfacing materials in lieu of asphalt or concrete, as set forth in Exhibit "F", is hereby adopted.


**Section 7:** The amendment to Development Code Section 25.042, to amend the parking requirement for residential dwelling units with five or more bedrooms, as set forth in Exhibit "G", is hereby adopted.

ADOPTED by the Council of the City of Grants Pass, Oregon, in regular session this 20<sup>th</sup> day of May 2009.

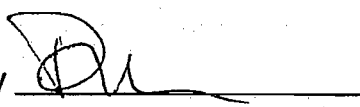
SUBMITTED to and Approved by the Mayor of the City of Grants Pass, Oregon, this 21 day of May 2009.

  
\_\_\_\_\_  
Michael Murphy, Mayor

ATTEST:

  
\_\_\_\_\_  
Finance Director

Date submitted to Mayor: 5-21-09

Approved as to Form Douglas McGeary, Interim City Attorney 

# EXHIBIT A

| Application Type  | Development Code Section        | Type I-EX  | Type I-AU | Type I-A | Type I-B | Type I-C                  | Type II                       | Type III | Type IV-A | Type IV-B | Type V |
|---|---------------------------------|--|-----------|----------|----------|---------------------------|-------------------------------|----------|-----------|-----------|--------|
| 17. Future Development Plan   | 17.540                          |  |           |          |          |                           | Submitted with Tentative Plan |          |           |           |        |
| 18. Revision of Future Development Plan   | 17.547                          |  |           |          |          | ✓                         |                               |          |           |           |        |
| 19. Future Street Plan (local streets only)   | 17.550                          |  |           |          |          | Same as for Land Division |                               |          |           |           |        |
| 20. Future Street Plan (arterials and collectors)   | 17.550                          |  |           |          |          |                           |                               |          |           | ✓         |        |
| 21. Planned Unit Development Preliminary Plan   | Article 18                      |  |           |          |          |                           |                               |          |           |           |        |
| a. In Residential Zone  | Article 18                      |  |           |          |          |                           |                               | ✓-p      |           |           |        |
| b. In Commercial or Industrial Zone   | Article 18                      |  |           |          |          |                           | ✓-p                           |          |           |           |        |
| 22. Planned Unit Development Final Plan   | Article 18                      |  |           |          |          | ✓                         |                               |          |           |           |        |
| 23. Site Plan Review (Minor or Major)   | Article 19                      | <p>Based on use, activity, zoning, adjacent zoning, and overlay zoning (-p)</p> <p>-See Schedule 12-2 (-p)</p> <p>-See Schedule 12-3 for procedures for RTC District (-p)</p> <p>-See Schedule 13-1 for procedures for medical uses within Medical Overlay Zone</p> <p>-See Schedule 13-2 for procedures for Historic Review (-p)</p> <p><sup>9</sup>-See Section 20.210 for alternate review procedures for commercial site plan review</p> |           |          |          |                           |                               |          |           |           |        |
| 24. <sup>11</sup> Conditional Use Permit  | 14.700<br><del>Article 16</del> |  |           |          |          |                           | See Schedule 12-2 (-p)        |          |           |           |        |
| 25. Solar Access Permit   | 22.640                          |  |           |          |          |                           | ✓                             |          |           |           |        |
| 26. Removal of noxious vegetation & replacement with riparian vegetation within stream corridor | 24.343                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 27. Allowed Activities in Conservation Class Wetlands   | 24.551                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 28. Conditionally Permitted Activities in Conservation Class Wetlands                           | 24.552                          |  |           |          |          | ✓                         |                               |          |           |           |        |
| 29. Allowed activities in Protection Class Wetlands   | 24.561                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 30. Performance Parking   | 25.050                          |  |           |          |          | ✓                         |                               |          |           |           |        |

# EXHIBIT B

## 12.152 Lot Requirements

(1) Minimum lot requirements shall be as given in Schedule 12-56:

| Minimum Residential Lot Requirements Schedule 12-5 |  |   |  |  |                                     |  |  |
|--|--|---|--|--|-------------------------------------|--|--|
| Zone   | Lot Area<br>One<br>Dwelling<br>Unit in sf<br>(See<br>Note 1) | Area/du<br>Two or More<br>Dwelling<br>Units in sf<br>(See Note 1) | Lot<br>Width<br>in ft<br>(See<br>Note 2) | Front<br>Yard<br>in ft<br>(See Note 3) | Ext. Side/<br>Rear<br>Yard<br>in ft | Side<br>Yard<br>in ft<br>(See<br>Note 4) | Rear<br>Yard<br>in ft<br>(See<br>Note 4) |
| UR   | 43,560   | 43,560  | 150                                      | 20                                     | 10<br><small>(See Note 5)</small>   | 10                                       | 20                                       |
| R-1-12   | 12,000   | 12,000  | 80                                       | 20                                     | 10<br><small>(See Note 5)</small>   | 6-10<br><small>(See Note 5)</small>      | 6  |
| R-1-10   | 10,000   | 10,000  | 75                                       | 20                                     | 10<br><small>(See Note 5)</small>   | 6-10<br><small>(See Note 5)</small>      | 6  |
| R-1-8  | 8,000  | 8,000   | 70                                       | 20                                     | 10<br><small>(See Note 5)</small>   | 6-10<br><small>(See Note 5)</small>      | 6  |
| R-1-6  | 6,000  | 5,000   | 60                                       | 20                                     | 10<br><small>(See Note 5)</small>   | 6-10<br><small>(See Note 5)</small>      | 6  |
| R-2  | 5,000  | 3,750   | 50                                       | 20                                     | 10<br><small>(See Note 5)</small>   | 5  | 5  |
| R-3  | 5,000  | 2,500   | 50                                       | 20                                     | 10<br><small>(See Note 5)</small>   | 5  | 5  |
| R-4  | 5,000  | 1,250   | 50                                       | 10<br><small>(See Note 5)</small>      | 10<br><small>(See Note 5)</small>   | 5  | 5  |

sf = Square Feet  
 ft = Linear Feet  
 du = Dwelling Unit

Note 1: Where public right-of-way is required to be dedicated from a lot for development permit approval, the area dedicated in excess of that necessary to provide a 60-foot wide right-of-way may be counted towards the minimum lot area.

Note 2: Lot depth shall not be greater than four (4) times its width, exclusive of the flagpole of a flag lot.

<sup>22</sup>Note 3: If each property that adjoins an interior side property line of the subject property is developed with a residential structure that has a nonconforming front yard setback, the front yard setback for a single-family residential structure on the subject property may be reduced subject to Subsection (3). See Concept Sketch: Reduced Front Yard Setback

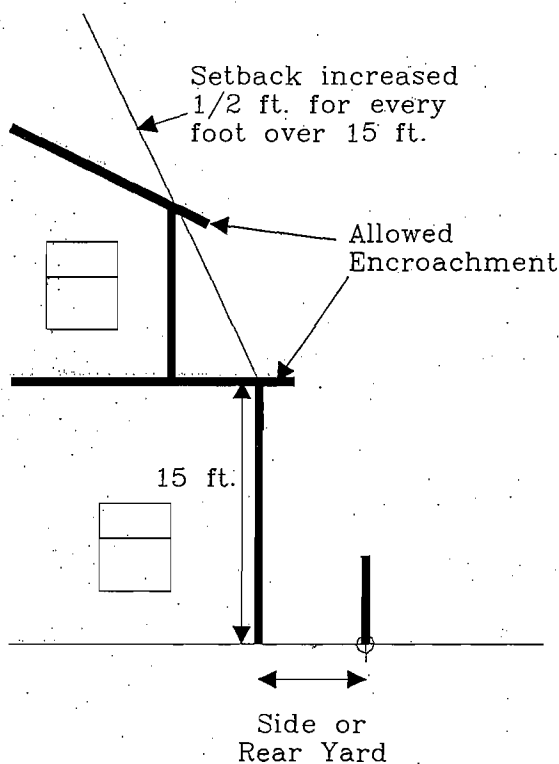
Note 4: The structure shall be constructed so that any point on the structure is set back from the side and rear property

# EXHIBIT B

lines the required minimum setback plus one-half (1/2) foot for each foot over fifteen (15) feet that the point is above finish grade. See Concept Sketch: Side and Rear Yard Setback. Also, see Section 12.400 for exceptions to side and rear yard setbacks.

**Note 5:** *Garage door and carport openings shall in all cases maintain a minimum setback of twenty (20) feet.*

**Note 65:** Side yard setbacks shall be a minimum of six (6) feet, and the sum of the two side yards shall be a minimum of sixteen (16) feet. Any side yards beyond the first two shall be a minimum of six (6) feet.



Concept Sketch: Side and Rear Yard Setback

- (2) A lot with frontage on two streets requires only one front yard. For a lot with frontage on more than one street, the applicant shall designate one such frontage as the front yard, and all other frontages shall be designated exterior side or rear yards, as appropriate. See also Article 30, Definitions. Exterior side or exterior rear yards shall be as given in Schedule 12-5.

- <sup>22</sup>(3) If both properties that adjoin the interior side property lines of the subject property are developed with



# EXHIBIT C

12.153 <sup>23</sup>Height Requirement

(1) Maximum heights shall be as given in Schedule 12-6.

| Maximum Building or Structure Height<br>Schedule 12- <del>68</del> |       |
|--|-------|
| Zone   | Feet* |
| R-1-12   | 35    |
| R-1-10   | 35    |
| R-1-8  | 35    |
| R-1-6  | 35    |
| R-2  | 35    |
| R-3  | 35    |
| R-4  | 45    |

\* Any gabled or hipped roof feature with a pitch over 5:12 may exceed the maximum height by two additional feet for each additional unit of rise per 12 units of run, up to a maximum of 16 additional feet:

| Additional Height for Roof Pitch >5:12<br>(measured from reference datum to highest point of roof) |  |     |
|--|--|-----|
| Roof Pitch   | Zone   |     |
|  | R-1-12, R-1-10,<br>R-1-8, R-1-6,<br>R-2, R-3 | R-4 |
| 5:12 or less   | 35   | 45  |
| more than 5:12 up to 6:12  | 37   | 47  |
| more than 6:12 up to 7:12  | 39   | 49  |
| more than 7:12 up to 8:12  | 41   | 51  |
| more than 8:12 up to 9:12  | 43   | 53  |
| more than 9:12 up to 10:12   | 45   | 55  |
| more than 10:12 up to 11:12  | 47   | 57  |
| more than 11:12 up to 12:12  | 49   | 59  |
| more than 12:12  | 51   | 61  |

(2) Exceptions. Residential Zoning District height limitations may be exceeded by the following:

(a) Farm buildings and structures

# EXHIBIT D

12.243 Residential Density Within the RTC-I District. The RTC-I District allows for residential development up to R-3 densities or 17.4 dwelling units/acre.

12.250 Commercial Base Development Standards

12.251 Purpose. The purpose of this Section is to provide the Base Development Standards for all commercial uses, including lot size, lot dimension, setbacks, structure height and lot access.

12.252 Lot Requirements.

- (1) Minimum lot size and dimensions and front, side and rear yard setbacks shall be as given in Schedule 12-7.

| 13 Minimum Commercial Lot Requirements Schedule 12-7 |                           |                 |                 |                           |                               |           |           |              |
|--|---------------------------|-----------------|-----------------|---------------------------|-------------------------------|-----------|-----------|--------------|
| Zone   | Lot Area in sf            | Lot width in ft | Lot Depth in ft | Front yard in ft          | Exterior Side/Rear yard in ft | Side yard | Rear yard | Lot Coverage |
| NC   | No min.<br>21,780<br>max* | 25              | 100             | 20                        | 10                            | None**    | None**    | 35% Max      |
| GC   | None                      | 25              | 100             | 10<br><i>(See Note 1)</i> | 10<br><i>(See Note 1)</i>     | None**    | None**    | None         |
| CBD  | None                      | None            | None            | None                      | None                          | None**    | None**    | None         |

Legend:

- sf = Square Feet
- ft = Linear Feet
- Max. = Maximum Requirement; otherwise given as minimum requirement.
- \* = Maximum square footage for contiguous commercially-zoned lot area, regardless of ownership.
- \*\* = See Landscape and Buffering Requirements when adjacent to residential zones.

**Note 1:** For residential development within the GC zone, garage door and carport openings shall maintain a minimum setback of twenty (20) feet.

- (2) A lot with frontage on two or more streets requires only one front yard. The applicant shall designate one such frontage as the front yard, and all other

# EXHIBIT E

## Article 25: Parking and Loading Standards

### 25.010 Purpose

The purpose of this Article is:

- (1) to ensure adequate amounts of parking and loading facilities relative to land use type.
- (2) to set minimum design standards for parking, access, and maneuvering areas which promote safe, clean, durable and efficient facilities.
- (3) to locate parking facilities within practical distances of proposed uses.

### 25.020 Procedures and Compliance

Wherever a new or expanded building or use is proposed, a development permit or business license shall not be issued until compliance with this section has been met. A Parking Lot Plan shall be prepared and submitted for review and approved in accordance with the requirements of Section 28, Access. For land use requests requiring other actions, such as site plan review, the Parking Lot Plan shall be made part of the overall Site Plan.

### 25.030 General Provisions

#### 25.031 Applicability

- (1) Off-Street parking spaces shall be provided at the time:
  - (a) A new building is hereafter erected.
  - (b) The use of a building existing on the effective date of this ordinance is changed, or the building is enlarged for an existing use. A change in use shall provide parking as required for a new use. A new use is considered "changed" when the proposed use of an existing building or parcel requires a greater parking requirement (Section 25.040) than the previous use. If an existing use is enlarged, and the increase is less than 50% of the existing structure floor area, new parking spaces may be provided in proportion to the increase only. If an increase exceeds 50%, parking shall be provided for the entire structure in accordance with the requirements of this section.

# EXHIBIT E

- (c) An existing dwelling unit is converted to a permitted use.
- (2) Off-Street loading spaces shall be provided when:
- (a) the use will require the receipt or distribution of materials by truck or similar vehicle, and
  - (b) a building is erected or structurally altered to the extent that the building's total floor area equals the minimum amount requiring an off-street loading space as specified in Section 25.041.
- (3) All parcels and uses within the CBD zone are exempt from the space requirements of this Article, however, any voluntarily installed parking shall conform to the design standards of this Article.
- (4) Required parking shall be available for the parking of passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials.
- (5) The provision for and maintenance of off-street parking and loading spaces are the continuing obligation of the property owner.
- (6) If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than is required by this article.
- (7) Parking lots shall be maintained by the property owner or tenant in a condition free of litter and dust, and deteriorated conditions shall be improved to maintain conformance with these standards.
- (8) In the case of mixed uses, the total requirements for off-street parking space shall be the sum of the requirements for the various uses.
- (9) Parking spaces in a public right-of-way shall not be counted as fulfilling any part of the parking requirements.
- ~~(10) For all land divisions, any existing parking and maneuvering areas to remain on the property shall be surfaced in accordance with the provisions of this Code prior to final plat approval.~~

- (a) If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately handle the needs of the particular use.
- (b) Off-street parking area used to fulfill the requirements of this section shall not be used for loading and unloading operations except during periods of the day when not required to take care of parking needs.

(121) Compact Car Parking. Not more than 25% of the total parking spaces in a parking lot may be designated for compact cars. Minimum dimensions for compact spaces shall be 8 1/2 feet by 16 feet. Such spaces shall be signed and/or the space painted with the words "Compact Car Only".

<sup>2</sup>(132) Disabled Person Parking. Disabled person parking spaces shall be provided for all structures required to provide such parking under Oregon Revised Statutes or other applicable regulations, at the following rate:

| Minimum Required Number of Total Parking Spaces | Required Number of Accessible Spaces                                 |
|---|--|
| 1 - 25  | 1  |
| 26 - 50   | 2  |
| 51 - 75   | 3  |
| 76 - 100  | 4  |
| 101 - 150                                       | 5  |
| 151 - 200                                       | 6  |
| 201 - 300                                       | 7  |
| 301 - 400                                       | 8  |
| 401 - 500                                       | 9  |
| 501 - 1000                                      | 2% of total spaces   |
| 1001 and more                                   | 20 spaces + 1 for every 100 spaces, or fraction thereof, over 1,000. |

One in every eight accessible spaces, but not less than one, shall be van accessible.

# EXHIBIT F

- (b) Compact: 8 1/2 feet x 16 feet
- (c) Disabled Person - Van Accessible: 9 feet x 20 feet with an adjacent 8 foot aisle.
- (d) Disabled Person - Regular: 9 feet x 20 feet plus a 6 foot aisle.

All disabled person parking spaces shall be meet the requirements of ORS 447.223 and other applicable regulations.

(2) Minimum Aisle Dimensions. Minimum Aisle Dimensions shall be as shown in Sketch 25-1.

(3) Surfacing. ~~All areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces composed of either asphalt or concrete. Parking lot surfacing shall not encroach upon the public right-of-way.~~ All areas used for parking and maneuvering of vehicles shall have durable and dustless surfaces composed of one of the following:

(a) Asphalt

(b) Concrete

(c) Pervious surfacing materials such as concrete, grasscrete, or paved tire strips, following review and approval by the City Engineer. Engineered plans for pervious surfacing materials used in lieu of asphalt or concrete shall be based on the following:

(i) The pervious surfacing material shall have similar structural characteristics to asphalt or concrete, and shall be capable of withstanding the normal wear and tear associated with the parking and maneuvering of vehicles.

(ii) Drainage shall not adversely affect the public right-of-way or adjacent properties.

(iii) The pervious surfacing material shall be maintained throughout its use so that it continues to function as originally approved by the City Engineer.

(4) Drainage. Adequate drainage shall be provided to dispose of the run-off generated by the impervious surface area of the parking area. Provisions shall be made for the

# EXHIBIT G

## 525.042 Parking facilities

| <u>Land Use</u>  | <u>Off-Street Parking Requirements</u>   |
|--|--|
| <b>(1) <u>Residential Uses</u></b>   |  |
| (a) Studio and one bedroom dwelling units  | 1.00 space per dwelling unit.  |
| (b) Two bedroom dwelling units   | 1.50 spaces per dwelling unit.   |
| (c) Three and four bedroom dwelling units  | 2.00 spaces per dwelling unit.   |
| (d) Five or more bedrooms  | <del>3.00 spaces per dwelling unit</del><br>0.75 spaces per bedroom.   |
| (e) For projects not providing on street parking add:                              | 0.20 space per dwelling unit (guest).  |
| (f) Apartment-hotel, rooming or boarding house:                                    | One and one-half spaces per guest accommodation.   |
| (g) Retirement residences:   | One space per 6 beds.  |
| (h) Manufactured dwelling park   | Two spaces per manufactured home, plus one space for guest parking for each five manufactured homes.             |
| <b>(2) <u>Commercial Residential Uses</u></b>                                      |  |
| (a) Hotel:   | One space for each room.   |
| (b) Motel:   | One space for each room.   |
| (c) Clubs; Lodge:  | Spaces to meet the combined requirements of the uses being conducted such as hotel, restaurant, auditorium, etc. |
| (d) Bed and Breakfast:   | One space per guest room plus one space for the owner/innkeeper.   |
| <b>(3) <u>Institutional Uses</u></b>   |  |
| (a) Welfare or correctional institution:   | One space per five beds for patients or inmates.   |
| (b) Convalescent hospital, nursing home, sanitarium, rest home, home for the aged: | One space per two beds for patients or residents.  |
| (c) Hospitals:   | Two (2) spaces per bed.  |

**CITY OF GRANTS PASS COMMUNITY DEVELOPMENT DEPARTMENT**

**PERVIOUS PAVING  
DEVELOPMENT CODE TEXT AMENDMENT  
CITY COUNCIL FINDINGS OF FACT-TYPE IV**

|  |   |
|--|---|
| <b>Procedure Type:</b>                           | Type IV: Planning Commission Recommendation and City Council Decision |
| <b>Project Number:</b>                           | 08-40500007   |
| <b>Project Type:</b>                             | Development Code Text Amendment                                       |
| <b>Applicant:</b>                                | City of Grants Pass   |
| <b>Planner Assigned:</b>                         | Jared Voice   |
| <b>Application Received:</b>                     | December 12, 2008   |
| <b>Application Complete:</b>                     | December 12, 2008   |
| <b>Date of Planning Commission Staff Report:</b> | February 4, 2009 <i>Revised February 18, 2009</i>                     |
| <b>Date of Planning Commission Hearing:</b>      | February 11, 2009 <i>Continued to February 25, 2009</i>               |
| <b>Planning Commission Findings of Fact:</b>     | March 11, 2009  |
| <b>Date of City Council Staff Report:</b>        | May 12, 2009  |
| <b>Date of City Council Hearing:</b>             | May 20, 2009  |
| <b>City Council Findings of Fact:</b>            | June 3, 2009  |

**I. PROPOSAL:**

The proposal, as recommended by the Urban Area Planning Commission, consists of amendments to Articles 2, 12 and 25 of the Development Code, including:

- A housekeeping amendment to Schedule 2-1, to correct a Development Code Section reference that is incorrect;
- An amendment to Sections 12.152 and 12.252, to specify that a garage door / carport opening setback of 20 feet is required within front and exterior yards in all residential zones, and within front and exterior yards for residential development within the General Commercial zone;
- An amendment to Section 25.031, to specify that parking and maneuvering areas must be surfaced per Code provisions prior to final plat for all land divisions;
- An amendment to Section 25.033 (3), to allow pervious surfacing materials in lieu of asphalt or concrete, when approved by the City Engineer;
- An amendment to Section 25.042, to eliminate the requirement for 0.75 parking spaces per bedroom for dwelling units with five or more bedrooms. The Planning Commission recommends a minimum of 3 off-street parking spaces for dwelling units containing five or more bedrooms.



## **II. AUTHORITY AND CRITERIA:**

Section 4.102 of the City of Grants Pass Development Code provides that the Director or City Council may initiate a text amendment. The amendment was initiated by the Director.

Sections 2.060, 7.040 and 7.050 authorize the Urban Area Planning Commission to make a recommendation to the City Council and authorize the City Council to make a final decision on a land use matter requiring a Type IV procedure, in accordance with procedures of Section 2.060.

The text of the Development Code may be recommended for amendment and amended provided the criteria in Section 4.103 of the Development Code are met.

## **III. APPEAL PROCEDURE:**

The City Council's final decision may be appealed to the State Land Use Board of Appeals (LUBA) as provided in state statutes. A notice of intent to appeal must be filed with LUBA within 21 days of the Council's written decision.

## **IV. PROCEDURE:**

- A.** An application for a Development Code Text Amendment was submitted by the Director on December 12, 2008. The application was deemed complete on December 12, 2008, and processed in accordance with Section 2.060 of the Development Code, and Sections III and V of the 1998 Intergovernmental Agreement.
- B.** Notice of the proposed amendment was mailed to the Oregon Department of Land Conservation and Development (DLCD) on December 18, 2008, in accordance with ORS 197.610 and OAR Chapter 660-Division 18.
- C.** Notice of the proposed amendment was mailed to Josephine County on December 18, 2008, in accordance with the 1998 Intergovernmental Agreement.
- D.** Notice of the February 11, 2009, Planning Commission hearing was mailed to potentially interested parties on January 21, 2009.
- E.** At their February 11, 2009, public meeting, the Planning Commission continued the public hearing regarding the proposal to February 25, 2009.
- F.** Public notice of the February 25, 2009, Planning Commission hearing was published in the newspaper on February 21, 2009, in accordance with Sections 2.053 and 2.063 of the Development Code.
- G.** A public hearing was held by the Urban Area Planning Commission on February 25, 2009, to consider the proposal and make a recommendation to City Council. The Planning Commission recommended that the City Council adopt the proposed text amendment, with modifications.

- H. Notice of the May 20, 2009, City Council hearing was mailed to interested parties on April 29, 2009.
- I. Public notice of the May 20, 2009, City Council hearing was published in the newspaper on May 14, 2009.
- J. A public hearing was held by the City Council on May 20, 2009, to consider the request.

**V. SUMMARY OF EVIDENCE:**

- A. The basic facts and criteria regarding this application are contained in the City Council staff report and its exhibits, which are attached as Exhibit "A" and incorporated herein.
- B. The minutes of the public hearing held by the City Council on May 20, 2009, which are attached as Exhibit "B", summarize the oral testimony presented and are hereby adopted and incorporated herein.
- C. The PowerPoint presentation given by staff at the May 20, 2009, City Council hearing is attached as Exhibit "C" and incorporated herein.

**VI. GENERAL FINDINGS- BACKGROUND AND DISCUSSION:**

The crux of the proposal is the allowance of pervious paving materials for parking and maneuvering areas in lieu of asphalt or concrete, which is not currently permitted by the Grants Pass Development Code. In recent months, the Planning Division has received an increasing number of inquiries into the permissibility of "grasscrete", paved tire strips, or other types of permeable surfacing for parking areas. Currently, the Development Code is very specific in requiring asphalt or concrete for all driving, parking and maneuvering areas. The proposal would amend Section 25.033 (3) of the Code to allow pervious surfacing materials, subject to City Engineer approval. The intention is to provide adequate flexibility within the Code to allow such materials where appropriate.

Other amendments included within the proposal are also related to vehicle parking. Amendments to Development Code Sections 12.152 and 12.252 would require that garage door and carport openings maintain a minimum setback of 20 feet in all residential front and exterior yards. Generally, a 20-foot setback is currently required by the Code for residential development. However, there are certain instances, such as on a corner lot, an R-4-zoned lot or a GC-zoned lot, where a 10-foot setback is permitted. A garage or carport opening with a 10-foot setback does not provide adequate distance for vehicle parking, which results in parked vehicles over-hanging into the public right-of-way (sidewalks, street, etc.) Requiring a minimum 20-foot setback for garage and carport openings would ensure adequate space for most vehicles to park in front of the garage / carport without overhanging into the public right-of-way.

An amendment to Development Code Section 25.031 would require that existing parking and maneuvering areas to remain on a property be appropriately surfaced prior to final plat approval for all land divisions. There is currently no clear requirement to bring existing driveways or parking areas into compliance with Code surfacing standards when property is divided through the partition or subdivision process. The amendment would

apply exclusively to existing driving or parking areas to remain on a property as part of pre-existing development. Surfacing for new driving and parking areas is not required until the time of lot development.

An amendment to Development Code Section 25.042 would require that residential dwelling units containing five or more bedrooms provide a minimum of three (3) off-street vehicle parking spaces. The Code currently requires two (2) parking spaces for three and four bedroom dwelling units, and 0.75 spaces per bedroom for five and more bedroom dwelling units. Under the existing requirement, a four-bedroom house requires a minimum of two (2) parking spaces, while a five-bedroom house requires a minimum of four (4) parking spaces. Evidence included within the Power Point presentation given by staff at the February 25, 2009, Planning Commission hearing (attached as Exhibit H to Planning Commission Findings of Fact) provides additional background regarding this section of the proposal.

### **City Council Work Plan**

The proposal carries out Outcome D, Work Task 2 of the City Council's work plan under the City Council Growth Management Goal:

**Goal 1. Growth Management:** While prospering and growing, we keep the sense of hometown, protect our natural resources and enhance our community improvements.

### ***Outcome D. Other Activities to Manage Growth***

- **Workplan Element:** Review and revise sections of the various codes.
- **Timing: Ongoing.** As code issues are identified issues arise through the Council, Urban Area Planning Commission and Staff, the Staff will continue to prepare revisions to the ordinances. These may be individual amendments, or a group of amendments as part of a larger housekeeping amendment.

## **VII. CONFORMANCE WITH APPLICABLE CRITERIA:**

*The text of the Development Code may be recommended for amendment and amended provided that all of the following criteria of Section 4.103 of the Development Code are met.*

**CRITERION 1:** The proposed amendment is consistent with the purpose of the subject section and article.

**City Council Response:** The proposal is consistent with the purpose of the subject sections and articles within the Development Code, including Articles 12 and 25. **See discussion below.**

### **Article 12: Zoning**

**12.011 Purpose.** *The purpose of this Article is as follows:*

- (1) To implement the policies and Land Use Map of the Comprehensive Plan;*
- (2) To protect the right to use and enjoy real property;*
- (3) To protect the health, safety and welfare of the community;*
- (4) To serve as a basis for resolving land use conflict.*

**City Council Response: Satisfied.** The proposal amends Sections 12.152 (Residential Lot Requirements) and 12.252 (Commercial Lot Requirements) to require that garage door and carport openings maintain a minimum setback of 20 feet within front and exterior yards. The proposal is consistent with the "Purpose" statement for Article 12 as stated above. Specifically, the proposal would protect the health, safety and welfare of the community by eliminating the potential for vehicles parked within a 10-foot setback area to encroach into the public right-of-way. Requiring a 20-foot setback ensures adequate space for vehicle parking in front of a garage or carport.

**Article 25: Parking and Loading Standards**

*25.010- Purpose. The purpose of this section is:*

- (1) To ensure adequate amounts of parking and loading facilities relative to land use type.*
- (2) To set minimum design standards for parking, access, and maneuvering areas which promote safe, clean, durable and efficient facilities.*
- (3) To locate parking facilities within practical distances of proposed uses.*

**City Council Response: Satisfied.** The proposal is consistent with the purpose statement for Article 25.

- The proposed amendment to Section 25.042 is consistent with subsection (1) of the proposal because it ensures adequate parking for single family dwelling units with five or more bedrooms. Amendments to other sections of Article 25 that are included within this proposal will not affect required amounts of parking.
- The proposed amendments to Sections 25.031 and 25.033 (3) are consistent with subsection (2) of the proposal. The amendment to Section 25.031 would require that existing parking and maneuvering areas be surfaced in accordance with Code provisions prior to final plat for land divisions. The amendment to 25.033 (3) would allow pervious surfacing in lieu of asphalt or concrete, subject to City Engineer approval. The amendment to Section 25.042 would not affect design standards for parking, access and maneuvering areas.
- The proposed amendments to Article 25 would not affect the required location of parking facilities.

**CRITERION 2:** The proposed amendment is consistent with other provisions of this code.

**City Council Response: Satisfied.** The proposed amendment is internally consistent with other provisions of the Code.

**CRITERION 3:** The proposed amendment is consistent with the goals and policies of the Comprehensive Plan, and most effectively carries out those goals and policies of all alternatives considered.

**City Council Response: Satisfied. See below**

**Comprehensive Plan Consistency**

The proposed amendment is consistent with the goals and policies of the Comprehensive Plan. Applicable goals and policies are:

***Element 4. Environmental Resource Quality.***

**Goal:** To maintain and improve the quality of the air, water and land resources of the area.

**Policy 4.3 (b).** The City and County shall affect water quality by encouraging the development of land that minimizes the area of impervious surface and/or provides for storm-water retention. Runoff that cannot be infiltrated shall be managed so that (a) the peak flow of the receiving stream is not significantly increased and (b) water quality is maintained.

**Policy 4.3 (c).** The City and County shall affect water quality by regulating site planning for new development and construction to better control drainage and erosion and to reduce and retain stormwater runoff and protect water quality.

**City Council Response: Satisfied.** The proposed amendment will positively affect water quality by allowing pervious paving in lieu of asphalt or concrete, which minimizes areas of impervious surface, and requiring surfacing standards to be met prior to final plat for land divisions, which reduces dirt, mud and other materials from entering the City's storm drainage system.

***Element 10. Public Facilities & Services***

**Policy 10.4.7** The City and County shall encourage storm drainage design that minimizes storm water runoff, including retention, detention, and infiltration areas or facilities, use of vegetative open space, and the preservation of natural waterways.

**City Council Response: Satisfied.** The proposed text amendment is consistent with this policy because allowing pervious paving techniques in lieu of asphalt or concrete would minimize storm water runoff by allowing natural infiltration.

**Most Effective Alternative**

The alternative to approving the proposal is to retain existing standards within the Development Code. The proposed amendment more effectively carries out the goals and policies stated above than the existing standards.

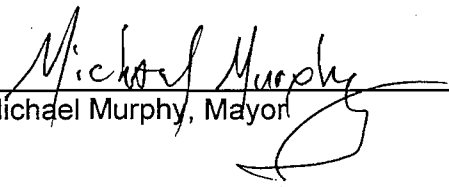
**CRITERION 4:** The proposed amendment is consistent with the functions, capacities, and performance standards of transportation facilities identified in the Master Transportation Plan.

**City Council Response: Satisfied.** The proposal will not directly affect the functions, capacities or performance standards of the Master Transportation Plan.

**VIII. DECISION AND SUMMARY:**

The City Council found the applicable criteria were satisfied and **APPROVED** the Development Code text amendment, as recommended by the Urban Area Planning Commission. The vote was 7-0-0, with Councilors Berger, Cummings, Kangas, Pell, Renfro, Townes and Warren in favor, and none opposed. Councilor Michelon was absent.

**IX. ADOPTED BY THE GRANTS PASS CITY COUNCIL this 3<sup>rd</sup> day of June 2009.**

  
\_\_\_\_\_  
Michael Murphy, Mayor

jh/cap/jv

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**CITY OF GRANTS PASS COMMUNITY DEVELOPMENT DEPARTMENT**

**PERVIOUS PAVING  
DEVELOPMENT CODE TEXT AMENDMENT  
CITY COUNCIL STAFF REPORT-TYPE IV**

|  |   |
|--|---|
| <b>Procedure Type:</b>                           | Type IV: Planning Commission Recommendation and City Council Decision |
| <b>Project Number:</b>                           | 08-40500007   |
| <b>Project Type:</b>                             | Development Code Text Amendment                                       |
| <b>Applicant:</b>                                | City of Grants Pass   |
| <b>Planner Assigned:</b>                         | Jared Voice   |
| <b>Application Received:</b>                     | December 12, 2008   |
| <b>Application Complete:</b>                     | December 12, 2008   |
| <b>Date of Planning Commission Staff Report:</b> | February 4, 2009 <i>Revised February 18, 2009</i>                     |
| <b>Date of Planning Commission Hearing:</b>      | February 11, 2009 <i>Continued to February 25, 2009</i>               |
| <b>Planning Commission Findings of Fact:</b>     | March 11, 2009  |
| <b>Date of City Council Staff Report:</b>        | May 12, 2009  |
| <b>Date of City Council Hearing:</b>             | May 20, 2009  |

**I. PROPOSAL:**

The proposal, as recommended by the Urban Area Planning Commission, consists of amendments to Articles 2, 12 and 25 of the Development Code, including:

- A housekeeping amendment to Schedule 2-1, to correct a Development Code Section reference that is incorrect;
- An amendment to Sections 12.152 and 12.252, to specify that a garage door / carport opening setback of 20 feet is required within front and exterior yards in all residential zones, and within front and exterior yards for residential development within the General Commercial zone;
- An amendment to Section 25.031, to specify that parking and maneuvering areas must be surfaced per Code provisions prior to final plat for all land divisions;
- An amendment to Section 25.033 (3), to allow pervious surfacing materials in lieu of asphalt or concrete, when approved by the City Engineer;
- An amendment to Section 25.042, to eliminate the requirement for 0.75 parking spaces per bedroom for dwelling units with five or more bedrooms. The Planning Commission recommends a minimum of 3 off-street parking spaces for dwelling units containing five or more bedrooms.

**II. AUTHORITY AND CRITERIA:**

The authority and criteria are provided in the Planning Commission's Findings of Fact.

### III. APPEAL PROCEDURE:

The City Council's final decision may be appealed to the State Land Use Board of Appeals (LUBA) as provided in state statutes. A notice of intent to appeal must be filed with LUBA within 21 days of the Council's written decision.

### IV. BACKGROUND AND DISCUSSION:

Detailed background and discussion is provided in the Planning Commission's Findings of Fact.

### V. CONFORMANCE WITH APPLICABLE CRITERIA:

Detailed findings of conformance with applicable criteria are provided in the Planning Commission's Findings of Fact.

### VI. RECOMMENDATION:

The Urban Area Planning Commission finds the applicable criteria are satisfied and **RECOMMENDS ADOPTION** of the proposed Development Code text amendment to City Council. The Planning Commission requested the following modifications to the Director's proposal:

- Retain the requirement for 2 off-street vehicle parking spaces for dwelling units containing three or four bedrooms, and require a minimum of 3 off-street vehicle parking spaces for dwelling units containing five or more bedrooms. The Director's proposal would have required a minimum of 2 off-street vehicle parking spaces for dwelling units containing 3 or more bedrooms.

### VII. CITY COUNCIL ACTION:

#### A. Positive Action:

1. approve the proposal recommended by the Planning Commission.
2. approve the proposal recommended by the Planning Commission with modifications (list):

#### B. Negative Action: Deny the request and make no amendment for the following reasons (list):

#### C. Postponement: Continue item

1. indefinitely.
2. to a time certain.

**NOTE:** *This is a legislative decision. State law does not require that a decision be made on the application within 120 days.*



## VIII. INDEX TO EXHIBITS:

1. Planning Commission's Findings of Fact and the Attached Record:
  - A. Proposed amendment to Development Code Schedule 2-1, as recommended by Urban Area Planning Commission
  - B. Proposed amendment to Development Code Article 12, as recommended by Urban Area Planning Commission
  - C. Proposed amendment to Development Code Section 25.031, as recommended by Urban Area Planning Commission
  - D. Proposed amendment to Development Code Section 25.033 (3), as recommended by Urban Area Planning Commission
  - E. Proposed amendment to Development Code Section 25.042, as recommended by Urban Area Planning Commission
  - F. February 18, 2009 Planning Commission Staff Report & Exhibits:
    1. Proposed amendment to Schedule 2-1
    2. Proposed amendment to Section 12.152
    3. Proposed amendment to Section 12.252
    4. Proposed amendments to Sections 25.031 and 25.033 (3)
    5. Proposed amendment to Section 25.042
    6. E-mail regarding pervious surfacing maintenance
    7. E-mail regarding residential parking requirements
    8. 2000 Census Profile of Selected Housing Characteristics for Oregon
    9. 2000 Census Profile of Selected Housing Characteristics for Josephine County
    10. 2000 Census Profile of Selected Housing Characteristics for Grants Pass
    11. 2000 Census Profile of Selected Housing Characteristics for Redwood CDP
    12. 2000 Census Profile of Selected Housing Characteristics for Harbeck-Fruitdale CDP
  - G. February 25, 2009 Planning Commission Hearing Minutes
  - H. February 25, 2009 Staff Power Point Presentation
  - I. Motion to continue Planning Commission Hearing to a date certain (from February 11, 2009 Planning Commission meeting minutes)

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**CITY OF GRANTS PASS COMMUNITY DEVELOPMENT DEPARTMENT**

**PERVIOUS PAVING DEVELOPMENT CODE TEXT AMENDMENT  
URBAN AREA PLANNING COMMISSION  
FINDINGS OF FACT-TYPE IV**

|  |   |
|--|---|
| <b>Procedure Type:</b>                           | Type IV: Planning Commission Recommendation and City Council Decision |
| <b>Project Number:</b>                           | 08-40500007   |
| <b>Project Type:</b>                             | Development Code Text Amendment                                       |
| <b>Applicant:</b>                                | City of Grants Pass   |
| <b>Planner Assigned:</b>                         | Jared Voice   |
| <b>Application Received:</b>                     | December 12, 2008   |
| <b>Application Complete:</b>                     | December 12, 2008   |
| <b>Date of Planning Commission Staff Report:</b> | February 4, 2009 <i>Revised February 18, 2009</i>                     |
| <b>Date of Planning Commission Hearing:</b>      | February 11, 2009 <i>Continued to February 25, 2009</i>               |
| <b>Planning Commission Findings of Fact:</b>     | March 11, 2009  |

**I. PROPOSAL:**

The proposal, as recommended by the Urban Area Planning Commission, consists of amendments to Articles 2, 12 and 25 of the Development Code, including:

- A housekeeping amendment to Schedule 2-1, to correct a Development Code Section reference that is incorrect;
- An amendment to Sections 12.152 and 12.252, to specify that a garage door / carport opening setback of 20 feet is required within all residential front and exterior yards;
- An amendment to Section 25.031, to specify that parking and maneuvering areas must be surfaced per Code provisions prior to final plat for all land divisions;
- An amendment to Section 25.033 (3), to allow pervious surfacing materials in lieu of asphalt or concrete, when approved by the City Engineer;
- An amendment to Section 25.042, to eliminate the requirement for 0.75 parking spaces per bedroom for dwelling units with five or more bedrooms. The Planning Commission recommends a minimum of 3 off-street parking spaces for dwelling units containing five or more bedrooms.

## **II. AUTHORITY AND CRITERIA:**

Section 4.102 of the City of Grants Pass Development Code provides that the Director or City Council may initiate a text amendment. The amendment was initiated by the Director.

Sections 2.060, 7.040 and 7.050 authorize the Urban Area Planning Commission to make a recommendation to the City Council and authorize the City Council to make a final decision on a land use matter requiring a Type IV procedure, in accordance with procedures of Section 2.060.

The text of the Development Code may be recommended for amendment and amended provided the criteria in Section 4.103 of the Development Code are met.

## **III. APPEAL PROCEDURE:**

The City Council's final decision may be appealed to the State Land Use Board of Appeals (LUBA) as provided in state statutes. A notice of intent to appeal must be filed with LUBA within 21 days of the Council's written decision.

## **IV. PROCEDURE:**

- A.** An application for a Development Code Text Amendment was submitted by the Director on December 12, 2008. The application was deemed complete on December 12, 2008, and processed in accordance with Section 2.060 of the Development Code, and Sections III and V of the 1998 Intergovernmental Agreement.
- B.** Notice of the proposed amendment was mailed to the Oregon Department of Land Conservation and Development (DLCD) on December 18, 2008, in accordance with ORS 197.610 and OAR Chapter 660-Division 18.
- C.** Notice of the proposed amendment was mailed to Josephine County on December 18, 2008, in accordance with the 1998 Intergovernmental Agreement.
- D.** Notice of the February 11, 2009, Planning Commission hearing was mailed to potentially interested parties on January 21, 2009.
- E.** At their February 11, 2009, public meeting, the Planning Commission continued the public hearing regarding the proposal to February 25, 2009.
- F.** Public notice of the February 25, 2009, Planning Commission hearing was published in the newspaper on February 21, 2009, in accordance with Sections 2.053 and 2.063 of the Development Code.
- G.** A public hearing was held by the Planning Commission on February 25, 2009, to consider the proposal and make a recommendation to City Council. The Planning Commission recommended that the City Council adopt the proposed text amendment, with modifications.

## V. SUMMARY OF EVIDENCE:

- A. The proposed amendment to Development Code Schedule 2-1, as recommended by the Urban Area Planning Commission, is attached as Exhibit "A" and incorporated herein.
- B. The proposed amendments to Development Code Article 12, as recommended by the Urban Area Planning Commission, are attached as Exhibit "B" and incorporated herein.
- C. The proposed amendment to Development Code Section 25.031, as recommended by the Urban Area Planning Commission, is attached as Exhibit "C" and incorporated herein.
- D. The proposed amendment to Development Code Section 25.033 (3), as recommended by the Urban Area Planning Commission, is attached as Exhibit "D" and incorporated herein.
- E. The proposed amendment to Development Code Section 25.042, as recommended by the Urban Area Planning Commission, is attached as Exhibit "E" and incorporated herein.
- F. The basic facts and criteria regarding this application are contained in the February 18, 2009, staff report and its exhibits, which are attached as Exhibit "F" and incorporated herein. **NOTE:** Exhibits 7-12 were added to the staff report during the February 25, 2009, public hearing.
- G. The minutes of the public hearing held by the Urban Area Planning Commission on February 25, 2009, which are attached as Exhibit "G", summarize the oral testimony presented and are hereby adopted and incorporated herein.
- H. The PowerPoint presentation given by staff at the February 25, 2009, Planning Commission hearing is attached as Exhibit "H" and incorporated herein.
- I. The motion to continue the public hearing from February 11, 2009, to February 25, 2009, which is included within the February 11, 2009, meeting minutes, is attached as Exhibit "I" and incorporated herein.

## VI. GENERAL FINDINGS- BACKGROUND AND DISCUSSION:

The crux of the proposal is the allowance of pervious paving materials for parking and maneuvering areas in lieu of asphalt or concrete, which is not currently permitted by the Grants Pass Development Code. In recent months, the Planning Division has received an increasing number of inquiries into the permissibility of "grasscrete", paved tire strips, or other types of permeable surfacing for parking areas. Currently, the Development Code is very specific in requiring asphalt or concrete for all driving, parking and maneuvering areas. The proposal would amend Section 25.033 (3) of the Code to allow pervious surfacing materials, subject to City Engineer approval. The intention is to provide adequate flexibility within the Code to allow such materials where appropriate.

Other amendments included within the proposal are also related to vehicle parking. Amendments to Development Code Sections 12.152 and 12.252 would require that garage door and carport openings maintain a minimum setback of 20 feet in all residential front and exterior yards. Generally, a 20-foot setback is currently required by the Code for residential development. However, there are certain instances, such as on a corner lot, an R-4-zoned lot or a GC-zoned lot, where a 10-foot setback is permitted. A garage or carport opening with a 10-foot setback does not provide adequate distance for vehicle parking, which results in parked vehicles over-hanging into the public right-of-way (sidewalks, street, etc.) Requiring a minimum 20-foot setback for garage and carport openings would ensure adequate space for most vehicles to park in front of the garage / carport without overhanging into the public right-of-way.

An amendment to Development Code Section 25.031 would require that existing parking and maneuvering areas to remain on a property be appropriately surfaced prior to final plat approval for all land divisions. There is currently no clear requirement to bring existing driveways or parking areas into compliance with Code surfacing standards when property is divided through the partition or subdivision process. The amendment would apply exclusively to existing driving or parking areas to remain on a property as part of pre-existing development. Surfacing for new driving and parking areas is not required until the time of lot development.

An amendment to Development Code Section 25.042 would require that residential dwelling units containing five or more bedrooms provide a minimum of three (3) off-street vehicle parking spaces. The Code currently requires two (2) parking spaces for three and four bedroom dwelling units, and 0.75 spaces per bedroom for five and more bedroom dwelling units. Under the existing requirement, a four-bedroom house requires a minimum of two (2) parking spaces, while a five-bedroom house requires a minimum of four (4) parking spaces. Evidence included within the Power Point presentation given by staff at the February 25, 2009, Planning Commission hearing (attached as Exhibit H to these Findings of Fact) provides additional background regarding this section of the proposal.

### **City Council Work Plan**

The proposal carries out Outcome D, Work Task 2 of the City Council's work plan under the City Council Growth Management Goal:

**Goal 1. Growth Management:** While prospering and growing, we keep the sense of hometown, protect our natural resources and enhance our community improvements.

### ***Outcome D. Other Activities to Manage Growth***

- **Workplan Element:** Review and revise sections of the various codes.
- **Timing: Ongoing.** As code issues are identified issues arise through the Council, Urban Area Planning Commission and Staff, the Staff will continue to prepare revisions to the ordinances. These may be individual amendments, or a group of amendments as part of a larger housekeeping amendment.

## VII. FINDINGS OF FACT- CONFORMANCE WITH APPLICABLE CRITERIA:

*The text of the Development Code may be recommended for amendment and amended provided that all of the following criteria of Section 4.103 of the Development Code are met.*

**CRITERION 1:** The proposed amendment is consistent with the purpose of the subject section and article.

**Planning Commission Response:** The proposal is consistent with the purpose of the subject sections and articles within the Development Code, including Articles 12 and 25. **See discussion below.**

### **Article 12: Zoning**

**12.011 Purpose.** *The purpose of this Article is as follows:*

- (1) To implement the policies and Land Use Map of the Comprehensive Plan;*
- (2) To protect the right to use and enjoy real property;*
- (3) To protect the health, safety and welfare of the community;*
- (4) To serve as a basis for resolving land use conflict.*

**Planning Commission Response: Satisfied.** The proposal amends Sections 12.152 (Residential Lot Requirements) and 12.252 (Commercial Lot Requirements) to require that garage door and carport openings maintain a minimum setback of 20 feet within front and exterior yards. The proposal is consistent with the "Purpose" statement for Article 12 as stated above. Specifically, the proposal would protect the health, safety and welfare of the community by eliminating the potential for vehicles parked within a 10-foot setback area to encroach into the public right-of-way. Requiring a 20-foot setback ensures adequate space for vehicle parking in front of a garage or carport.

### **Article 25: Parking and Loading Standards**

**25.010- Purpose.** *The purpose of this section is:*

- (1) To ensure adequate amounts of parking and loading facilities relative to land use type.*
- (2) To set minimum design standards for parking, access, and maneuvering areas which promote safe, clean, durable and efficient facilities.*
- (3) To locate parking facilities within practical distances of proposed uses.*

**Planning Commission Response: Satisfied.** The proposal is consistent with the purpose statement for Article 25.

- The proposed amendment to Section 25.042 is consistent with subsection (1) of the proposal because it ensures adequate parking for single family dwelling units with five or more bedrooms. Amendments to other sections of Article 25 that are included within this proposal will not affect required amounts of parking.
- The proposed amendments to Sections 25.031 and 25.033 (3) are consistent with subsection (2) of the proposal. The amendment to Section 25.031 would require that existing parking and maneuvering areas be surfaced in accordance with Code provisions prior to final plat for land divisions. The amendment to 25.033 (3) would allow pervious surfacing in lieu of asphalt or concrete, subject to City

Engineer approval. The amendment to Section 25.042 would not affect design standards for parking, access and maneuvering areas.

- The proposed amendments to Article 25 would not affect the required location of parking facilities.

**CRITERION 2:** The proposed amendment is consistent with other provisions of this code.

**Planning Commission Response: Satisfied.** The proposed amendment is internally consistent with other provisions of the Code.

**CRITERION 3:** The proposed amendment is consistent with the goals and policies of the Comprehensive Plan, and most effectively carries out those goals and policies of all alternatives considered.

**Planning Commission Response: Satisfied. See below**

**Comprehensive Plan Consistency**

The proposed amendment is consistent with the goals and policies of the Comprehensive Plan. Applicable goals and policies are:

***Element 4. Environmental Resource Quality.***

**Goal:** To maintain and improve the quality of the air, water and land resources of the area.

**Policy 4.3 (b).** The City and County shall affect water quality by encouraging the development of land that minimizes the area of impervious surface and/or provides for storm-water retention. Runoff that cannot be infiltrated shall be managed so that (a) the peak flow of the receiving stream is not significantly increased and (b) water quality is maintained.

**Policy 4.3 (c).** The City and County shall affect water quality by regulating site planning for new development and construction to better control drainage and erosion and to reduce and retain stormwater runoff and protect water quality.

**Planning Commission Response: Satisfied.** The proposed amendment will positively affect water quality by allowing pervious paving in lieu of asphalt or concrete, which minimizes areas of impervious surface, and requiring surfacing standards to be met prior to final plat for land divisions, which reduces dirt, mud and other materials from entering the City's storm drainage system.

***Element 10. Public Facilities & Services***

**Policy 10.4.7** The City and County shall encourage storm drainage design that minimizes storm water runoff, including retention, detention, and infiltration areas or facilities, use of vegetative open space, and the preservation of natural waterways.

**Planning Commission Response: Satisfied.** The proposed text amendment is consistent with this policy because allowing pervious paving techniques in lieu of asphalt or concrete would minimize storm water runoff by allowing natural infiltration.

**Most Effective Alternative**

The alternatives to approving the proposal is to retain existing standards within the Development Code. The proposed amendment more effectively carries out the goals and policies stated above than the existing standards.

**CRITERION 4:** The proposed amendment is consistent with the functions, capacities, and performance standards of transportation facilities identified in the Master Transportation Plan.

**Planning Commission Response: Satisfied.** The proposal will not directly affect the functions, capacities or performance standards of the Master Transportation Plan.

**VIII. RECOMMENDATION:**

The Planning Commission recommended that City Council **APPROVE** the proposed text amendment, with the modification listed below. The vote was 6-1-0, with Commissioners Kellenbeck, Sackett, Arthur, Fitzgerald, Fedosky and Richardson in favor, and Commissioner Fowler opposed. Commissioner Berlant was absent. The Planning Commission requested the following modifications to the Director's proposal:

- Retain the requirement for 2 off-street vehicle parking spaces for dwelling units containing three or four bedrooms, and require a minimum of 3 off-street vehicle parking spaces for dwelling units containing five or more bedrooms. The Director's proposal would have required a minimum of 2 off-street vehicle parking spaces for dwelling units containing 3 or more bedrooms.

**IX. FINDINGS APPROVED BY THE URBAN AREA PLANNING COMMISSION this 11<sup>th</sup> day of March 2009.**

  
\_\_\_\_\_  
Commissioner Gary Berlant, Chairperson

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| Application Type  | Development Code Section        | Type I-EX  | Type I-AU | Type I-A | Type I-B | Type I-C                  | Type II                       | Type III | Type IV-A | Type IV-B | Type V |
|---|---------------------------------|--|-----------|----------|----------|---------------------------|-------------------------------|----------|-----------|-----------|--------|
| 17. Future Development Plan   | 17.540                          |  |           |          |          |                           | Submitted with Tentative Plan |          |           |           |        |
| 18. Revision of Future Development Plan   | 17.547                          |  |           |          |          | ✓                         |                               |          |           |           |        |
| 19. Future Street Plan (local streets only)   | 17.550                          |  |           |          |          | Same as for Land Division |                               |          |           |           |        |
| 20. Future Street Plan (arterials and collectors)   | 17.550                          |  |           |          |          |                           |                               |          |           | ✓         |        |
| 21. Planned Unit Development Preliminary Plan   | Article 18                      |  |           |          |          |                           |                               |          |           |           |        |
| a. In Residential Zone  | Article 18                      |  |           |          |          |                           |                               | ✓-p      |           |           |        |
| b. In Commercial or Industrial Zone   | Article 18                      |  |           |          |          |                           | ✓-p                           |          |           |           |        |
| 22. Planned Unit Development Final Plan   | Article 18                      |  |           |          |          | ✓                         |                               |          |           |           |        |
| 23. Site Plan Review (Minor or Major)   | Article 19                      | <p>Based on use, activity, zoning, adjacent zoning, and overlay zoning (-p)</p> <p>-See Schedule 12-2 (-p)</p> <p>-See Schedule 12-3 for procedures for RTC District (-p)</p> <p>-See Schedule 13-1 for procedures for medical uses within Medical Overlay Zone</p> <p>-See Schedule 13-2 for procedures for Historic Review (-p)</p> <p><sup>9</sup>-See Section 20.210 for alternate review procedures for commercial site plan review</p> |           |          |          |                           |                               |          |           |           |        |
| 24. <sup>11</sup> Conditional Use Permit  | 14.700<br><del>Article 16</del> |  |           |          |          |                           | See Schedule 12-2 (-p)        |          |           |           |        |
| 25. Solar Access Permit   | 22.640                          |  |           |          |          |                           | ✓                             |          |           |           |        |
| 26. Removal of noxious vegetation & replacement with riparian vegetation within stream corridor | 24.343                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 27. Allowed Activities in Conservation Class Wetlands   | 24.551                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 28. Conditionally Permitted Activities in Conservation Class Wetlands                           | 24.552                          |  |           |          |          | ✓                         |                               |          |           |           |        |
| 29. Allowed activities in Protection Class Wetlands   | 24.561                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 30. Performance Parking   | 25.050                          |  |           |          |          | ✓                         |                               |          |           |           |        |

EXHIBIT A  
to UAPC FOF

<sup>5</sup>12.152 Lot Requirements

(1) Minimum lot requirements shall be as given in Schedule 12-56:

| Minimum Residential Lot Requirements Schedule 12-5 |   |   |                              |                               |                           |                              |                              |
|--|---|---|------------------------------|-------------------------------|---------------------------|------------------------------|------------------------------|
| Zone   | Lot Area One Dwelling Unit in sf (See Note 1) | Area/du Two or More Dwelling Units in sf (See Note 1) | Lot Width in ft (See Note 2) | Front Yard in ft (See Note 3) | Ext. Side/Rear Yard in ft | Side Yard in ft (See Note 4) | Rear Yard in ft (See Note 4) |
| UR   | 43,560  | 43,560  | 150                          | 20                            | 10<br>(See Note 5)        | 10                           | 20                           |
| R-1-12   | 12,000  | 12,000  | 80                           | 20                            | 10<br>(See Note 5)        | 6-10<br>(See Note 65)        | 6                            |
| R-1-10   | 10,000  | 10,000  | 75                           | 20                            | 10<br>(See Note 5)        | 6-10<br>(See Note 65)        | 6                            |
| R-1-8  | 8,000   | 8,000   | 70                           | 20                            | 10<br>(See Note 5)        | 6-10<br>(See Note 65)        | 6                            |
| R-1-6  | 6,000   | 5,000   | 60                           | 20                            | 10<br>(See Note 5)        | 6-10<br>(See Note 65)        | 6                            |
| R-2  | 5,000   | 3,750   | 50                           | 20                            | 10<br>(See Note 5)        | 5                            | 5                            |
| R-3  | 5,000   | 2,500   | 50                           | 20                            | 10<br>(See Note 5)        | 5                            | 5                            |
| R-4  | 5,000   | 1,250   | 50                           | 10<br>(See Note 5)            | 10<br>(See Note 5)        | 5                            | 5                            |

sf = Square Feet  
 ft = Linear Feet  
 du = Dwelling Unit

Note 1: Where public right-of-way is required to be dedicated from a lot for development permit approval, the area dedicated in excess of that necessary to provide a 60-foot wide right-of-way may be counted towards the minimum lot area.

Note 2: Lot depth shall not be greater than four (4) times its width, exclusive of the flagpole of a flag lot.

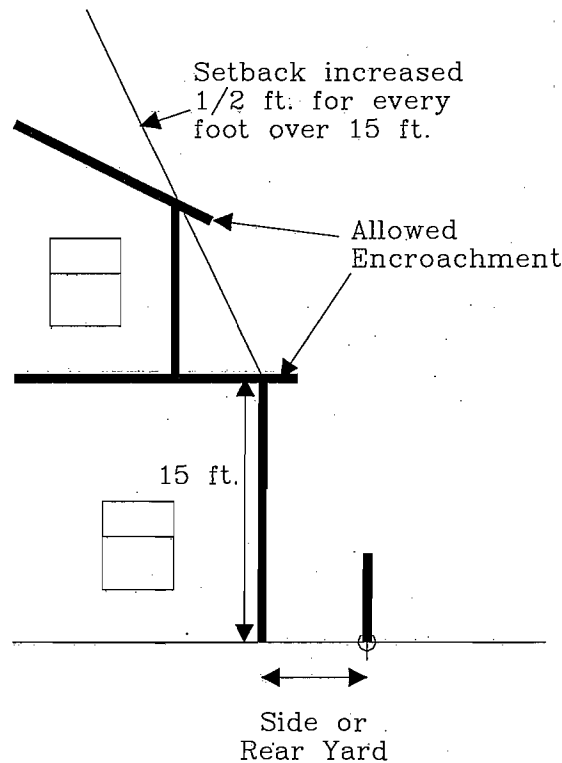
<sup>22</sup>Note 3: If each property that adjoins an interior side property line of the subject property is developed with a residential structure that has a nonconforming front yard setback, the front yard setback for a single-family residential structure on the subject property may be reduced subject to Subsection (3). See Concept Sketch: Reduced Front Yard Setback

Note 4: The structure shall be constructed so that any point on the structure is set back from the side and rear property

lines the required minimum setback plus one-half (1/2) foot for each foot over fifteen (15) feet that the point is above finish grade. See Concept Sketch: Side and Rear Yard Setback. Also, see Section 12.400 for exceptions to side and rear yard setbacks.

**Note 5:** *Garage door and carport openings shall in all cases maintain a minimum setback of twenty (20) feet.*

**Note 65:** Side yard setbacks shall be a minimum of six (6) feet, and the sum of the two side yards shall be a minimum of sixteen (16) feet. Any side yards beyond the first two shall be a minimum of six (6) feet.



Concept Sketch: Side and Rear Yard Setback

(2) A lot with frontage on two streets requires only one front yard. For a lot with frontage on more than one street, the applicant shall designate one such frontage as the front yard, and all other frontages shall be designated exterior side or rear yards, as appropriate. See also Article 30, Definitions. Exterior side or exterior rear yards shall be as given in Schedule 12-5.

<sup>22</sup>(3) If both properties that adjoin the interior side property lines of the subject property are developed with

<sup>23</sup>Height Requirement

(1) Maximum heights shall be as given in Schedule 12-6.

| Maximum Building or Structure Height<br>Schedule 12- <del>68</del> |       |
|--|-------|
| Zone   | Feet* |
| R-1-12   | 35    |
| R-1-10   | 35    |
| R-1-8  | 35    |
| R-1-6  | 35    |
| R-2  | 35    |
| R-3  | 35    |
| R-4  | 45    |

\* Any gabled or hipped roof feature with a pitch over 5:12 may exceed the maximum height by two additional feet for each additional unit of rise per 12 units of run, up to a maximum of 16 additional feet:

| Additional Height for Roof Pitch >5:12<br>(measured from reference datum to highest point of roof) |  |     |
|--|--|-----|
| Roof Pitch   | Zone   |     |
|  | R-1-12, R-1-10,<br>R-1-8, R-1-6,<br>R-2, R-3 | R-4 |
| 5:12 or less   | 35   | 45  |
| more than 5:12 up to 6:12  | 37   | 47  |
| more than 6:12 up to 7:12  | 39   | 49  |
| more than 7:12 up to 8:12  | 41   | 51  |
| more than 8:12 up to 9:12  | 43   | 53  |
| more than 9:12 up to 10:12   | 45   | 55  |
| more than 10:12 up to 11:12  | 47   | 57  |
| more than 11:12 up to 12:12  | 49   | 59  |
| more than 12:12  | 51   | 61  |

(2) Exceptions. Residential Zoning District height limitations may be exceeded by the following:

(a) Farm buildings and structures

12.243 Residential Density Within the RTC-I District. The RTC-I District allows for residential development up to R-3 densities or 17.4 dwelling units/acre.

12.250 Commercial Base Development Standards

12.251 Purpose. The purpose of this Section is to provide the Base Development Standards for all commercial uses, including lot size, lot dimension, setbacks, structure height and lot access.

12.252 Lot Requirements.

(1) Minimum lot size and dimensions and front, side and rear yard setbacks shall be as given in Schedule 12-7.

<sup>13</sup>Minimum Commercial Lot Requirements Schedule 12-7

| Zone | Lot Area in sf            | Lot width in ft | Lot Depth in ft | Front yard in ft   | Exterior Side/Rear yard in ft | Side yard | Rear yard | Lot Coverage |
|------|---------------------------|-----------------|-----------------|--------------------|-------------------------------|-----------|-----------|--------------|
| NC   | No min.<br>21,780<br>max* | 25              | 100             | 20                 | 10                            | None**    | None**    | 35% Max      |
| GC   | None                      | 25              | 100             | 10<br>(See Note 1) | 10<br>(See Note 1)            | None**    | None**    | None         |
| CBD  | None                      | None            | None            | None               | None                          | None**    | None**    | None         |

Legend:

- sf = Square Feet
- ft = Linear Feet
- Max. = Maximum Requirement; otherwise given as minimum requirement.
- \* = Maximum square footage for contiguous commercially-zoned lot area, regardless of ownership.
- \*\* = See Landscape and Buffering Requirements when adjacent to residential zones.

**Note 1:** For residential development within the GC zone, garage door and carport openings shall maintain a minimum setback of twenty (20) feet.

(2) A lot with frontage on two or more streets requires only one front yard. The applicant shall designate one such frontage as the front yard, and all other

B4

Proposed Development Code Section 25.031 Amendment

25.031 Applicability

*(10) For all land divisions, any existing parking and maneuvering areas to remain on the property shall be surfaced in accordance with the provisions of this Code prior to final plat approval.*

Proposed Development Code Section 25.033(3) Amendment

25.033 (3): Surfacing. All areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces composed of either asphalt or concrete. Parking lot surfacing shall not encroach upon the public right-of-way. All areas used for parking and maneuvering of vehicles shall have durable and dustless surfaces composed of one of the following:

(a) Asphalt

(b) Concrete

(c) Pervious surfacing materials such as pervious concrete, grasscrete, or paved tire strips, following review and approval by the City Engineer. Engineered plans for pervious surface materials are required unless waived by the City Engineer. Approval of any pervious surfacing materials used in lieu of asphalt or concrete shall be based on the following:

(i) The pervious surfacing material shall have similar structural characteristics to asphalt or concrete, and shall be capable of withstanding the normal wear and tear associated with the parking and maneuvering of vehicles.

(ii) Drainage shall not adversely affect the public right-of-way or adjacent properties.

(iii) The pervious surfacing material shall be maintained throughout its use so that it continues to function as originally approved by the City Engineer.

Proposed Development Code Section 25.042 Amendment

25.042 Parking facilities

| <b>(1) Residential Uses</b>                           |  |
|---|--|
| (a) Studio and one bedroom dwelling units             | 1.00 space per dwelling unit.  |
| (b) Two bedroom dwelling units                        | 1.50 spaces per dwelling unit.   |
| (c) Three and four bedroom dwelling units             | 2.00 spaces per dwelling unit.   |
| (d) Five or more bedrooms                             | <del>3.00 spaces per dwelling unit</del><br>0.75 spaces per bedroom.                                 |
| (e) For projects not providing on street parking add: | 0.20 space per dwelling unit (guest).  |
| (f) Apartment-hotel, rooming or boarding house:       | One and one-half spaces per guest accommodation.   |
| (g) Retirement residences:                            | One space per 6 beds.  |
| (h) Manufactured dwelling park                        | Two spaces per manufactured home, plus one space for guest parking for each five manufactured homes. |



**CITY OF GRANTS PASS COMMUNITY DEVELOPMENT DEPARTMENT**

**PERVIOUS PAVING DEVELOPMENT CODE TEXT AMENDMENT  
REVISED PLANNING COMMISSION STAFF REPORT-TYPE IV**

|  |   |
|--|---|
| <b>Procedure Type:</b>                           | Type IV: Planning Commission Recommendation and City Council Decision |
| <b>Project Number:</b>                           | 08-40500007   |
| <b>Project Type:</b>                             | Development Code Text Amendment                                       |
| <b>Applicant:</b>                                | City of Grants Pass   |
| <b>Planner Assigned:</b>                         | Jared Voice   |
| <b>Application Received:</b>                     | December 12, 2008   |
| <b>Application Complete:</b>                     | December 12, 2008   |
| <b>Date of Planning Commission Staff Report:</b> | February 4, 2009 <i>Revised February 18, 2009</i>                     |
| <b>Date of Planning Commission Hearing:</b>      | February 11, 2009 <i>Continued to February 25, 2009</i>               |

**I. PROPOSAL:**

The proposal consists of amendments to Articles 2, 12 and 25 of the Development Code, including:

- A housekeeping amendment to Schedule 2-1, to correct a Development Code Section reference that is incorrect (**Exhibit 1**);
- An amendment to Sections 12.152 and 12.252, to specify that a garage door / carport opening setback of 20 feet is required within all residential front and exterior yards (**Exhibits 2-3**);
- An amendment to Section 25.031, to specify that parking and maneuvering areas must be surfaced per Code provisions prior to final plat for all land divisions (**Exhibit 4**);
- An amendment to Section 25.033 (3), to allow pervious surfacing materials in lieu of asphalt or concrete, when approved by the City Engineer (**Exhibit 4**);
- An amendment to Section 25.042, to require 2 parking spaces for each dwelling unit containing three or more bedrooms, and eliminate the requirement for 0.75 parking spaces per bedroom for dwelling units with five or more bedrooms (**Exhibit 5**).

**II. AUTHORITY AND CRITERIA:**

Section 4.102 of the City of Grants Pass Development Code provides that the Director or City Council may initiate a text amendment. The amendment was initiated by the Director.

Sections 2.060, 7.040 and 7.050 authorize the Urban Area Planning Commission to make a recommendation to the City Council and authorize the City Council to make a final decision on a land use matter requiring a Type IV procedure, in accordance with procedures of Section 2.060.

The text of the Development Code may be recommended for amendment and amended provided the criteria in Section 4.103 of the Development Code are met.

### III. APPEAL PROCEDURE:

The City Council's final decision may be appealed to the State Land Use Board of Appeals (LUBA) as provided in state statutes. A notice of intent to appeal must be filed with LUBA within 21 days of the Council's written decision.

### IV. BACKGROUND AND DISCUSSION:

The crux of the proposal is the allowance of pervious paving materials for parking and maneuvering areas in lieu of asphalt or concrete, which is not currently permitted by the Grants Pass Development Code. In recent months, the Planning Division has received an increasing number of inquiries into the permissibility of "grasscrete", paved tire strips, or other types of permeable surfacing for parking areas. Currently, the Development Code is very specific in requiring asphalt or concrete for all driving, parking and maneuvering areas. The proposal would amend the Code to allow pervious surfacing materials, subject to City Engineer approval. The intention is to provide adequate flexibility within the Code to allow such materials where appropriate.

#### **City Council Work Plan**

The proposal carries out Outcome D, Work Task 2 of the City Council's work plan under the City Council Growth Management Goal:

**Goal 1. Growth Management:** While prospering and growing, we keep the sense of hometown, protect our natural resources and enhance our community improvements.

#### ***Outcome D. Other Activities to Manage Growth***

- **Workplan Element:** Review and revise sections of the various codes.
- **Timing: Ongoing.** As code issues are identified issues arise through the Council, Urban Area Planning Commission and Staff, the Staff will continue to prepare revisions to the ordinances. These may be individual amendments, or a group of amendments as part of a larger housekeeping amendment.

### V. CONFORMANCE WITH APPLICABLE CRITERIA:

*The text of the Development Code may be recommended for amendment and amended provided that all of the following criteria of Section 4.103 of the Development Code are met.*

**CRITERION 1:** The proposed amendment is consistent with the purpose of the subject section and article.

**Staff Response:** The proposal is consistent with the purpose of the subject sections and articles within the Development Code, including Articles 12 and 25. See discussion below.

**Article 12: Zoning**

*12.011 Purpose. The purpose of this Article is as follows:*

- (1) To implement the policies and Land Use Map of the Comprehensive Plan;*
- (2) To protect the right to use and enjoy real property;*
- (3) To protect the health, safety and welfare of the community;*
- (4) To serve as a basis for resolving land use conflict.*

**Staff Response: Satisfied.** The proposal amends Sections 12.152 (Residential Lot Requirements) and 12.252 (Commercial Lot Requirements) to require that garage door and carport openings maintain a minimum setback of 20 feet within front and exterior yards. The proposal is consistent with the "Purpose" statement for Article 12 as stated above. Specifically, the proposal would protect the health, safety and welfare of the community by eliminating the potential for vehicles parked within a 10-foot setback area to encroach into the public right-of-way. Requiring a 20-foot setback ensures adequate space for vehicle parking in front of a garage or carport.

**Article 25: Parking and Loading Standards**

*25.010- Purpose. The purpose of this section is:*

- (1) To ensure adequate amounts of parking and loading facilities relative to land use type.*
- (2) To set minimum design standards for parking, access, and maneuvering areas which promote safe, clean, durable and efficient facilities.*
- (3) To locate parking facilities within practical distances of proposed uses.*

**Staff Response: Satisfied.** The proposal is consistent with the purpose statement for Article 25.

- The proposed amendment to Section 25.042 is consistent with subsection (1) of the proposal because it ensures adequate parking for single family dwelling units with three or more bedrooms. Amendments to other sections of Article 25 that are included within this proposal will not affect required amounts of parking.
- The proposed amendments to Sections 25.031 and 25.033 (3) are consistent with subsection (2) of the proposal. The amendment to Section 25.031 would require that existing parking and maneuvering areas be surfaced in accordance with Code provisions prior to final plat for land divisions. The amendment to 25.033 (3) would allow pervious surfacing in lieu of asphalt or concrete, subject to City Engineer approval. The amendment to Section 25.042 would not affect design standards for parking, access and maneuvering areas.
- The proposed amendments to Article 25 would not affect the required location of parking facilities.

**CRITERION 2:** The proposed amendment is consistent with other provisions of this code.

**Staff Response: Satisfied.** The proposed amendment is internally consistent with other provisions of the Code.

**CRITERION 3:** The proposed amendment is consistent with the goals and policies of the Comprehensive Plan, and most effectively carries out those goals and policies of all alternatives considered.

**Staff Response: Satisfied. See below**

**Comprehensive Plan Consistency**

The proposed amendment is consistent with the goals and policies of the Comprehensive Plan. Applicable goals and policies are:

***Element 4. Environmental Resource Quality.***

**Goal:** To maintain and improve the quality of the air, water and land resources of the area.

**Policy 4.3 (b).** The City and County shall affect water quality by encouraging the development of land that minimizes the area of impervious surface and/or provides for storm-water retention. Runoff that cannot be infiltrated shall be managed so that (a) the peak flow of the receiving stream is not significantly increased and (b) water quality is maintained.

**Policy 4.3 (c).** The City and County shall affect water quality by regulating site planning for new development and construction to better control drainage and erosion and to reduce and retain stormwater runoff and protect water quality.

**Staff Response: Satisfied.** The proposed amendment will positively affect water quality by allowing pervious paving in lieu of asphalt or concrete, which minimizes areas of impervious surface, and requiring surfacing standards to be met prior to final plat for land divisions, which reduces dirt, mud and other materials from entering the City's storm drainage system.

***Element 10. Public Facilities & Services***

**Policy 10.4.7** The City and County shall encourage storm drainage design that minimizes storm water runoff, including retention, detention, and infiltration areas or facilities, use of vegetative open space, and the preservation of natural waterways.

**Staff Response: Satisfied.** The proposed text amendment is consistent with this policy because allowing pervious paving techniques in lieu of asphalt or concrete would minimize storm water runoff by allowing natural infiltration.

### Most Effective Alternative

The alternatives to approving the proposal is to retain existing standards within the Development Code. The proposed amendment more effectively carries out the goals and policies stated above than the existing standards.

**CRITERION 4:** The proposed amendment is consistent with the functions, capacities, and performance standards of transportation facilities identified in the Master Transportation Plan.

**Staff Response: Satisfied.** The proposal will not directly affect the functions, capacities or performance standards of the Master Transportation Plan.

### VI. RECOMMENDATION:

- Staff recommends the Planning Commission **RECOMMEND APPROVAL** of the proposed amendments to City Council, as presented in Exhibits 1, 2, 3, 4 and 5.

### VII. PLANNING COMMISSION ACTION:

- A. Positive Action: Recommend that City Council approve the request:
1. as submitted
  2. with the revisions as modified by the Planning Commission (list):
- B. Negative Action: Recommend that City Council deny the request for the following reasons (list):
- C. Postponement: Continue item
1. indefinitely.
  2. to a time certain.

**NOTE:** *The application is a legislative amendment and is not subject to the 120-day limit.*

### VIII. INDEX TO EXHIBITS:

1. Proposed amendment to Schedule 2-1
2. Proposed amendment to Section 12.152
3. Proposed amendment to Section 12.252
4. Proposed amendments to Sections 25.031 and 25.033 (3)
5. Proposed amendment to Section 25.042
6. E-mail Regarding Pervious Surfacing Maintenance

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| Application Type  | Development Code Section        | Type I-EX  | Type I-AU | Type I-A | Type I-B | Type I-C                  | Type II                       | Type III | Type IV-A | Type IV-B | Type V |
|---|---------------------------------|--|-----------|----------|----------|---------------------------|-------------------------------|----------|-----------|-----------|--------|
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| 18. Revision of Future Development Plan   | 17.547                          |  |           |          |          | ✓                         |                               |          |           |           |        |
| 19. Future Street Plan (local streets only)   | 17.550                          |  |           |          |          | Same as for Land Division |                               |          |           |           |        |
| 20. Future Street Plan (arterials and collectors)   | 17.550                          |  |           |          |          |                           |                               |          |           | ✓         |        |
| 21. Planned Unit Development Preliminary Plan   | Article 18                      |  |           |          |          |                           |                               |          |           |           |        |
| a. In Residential Zone  | Article 18                      |  |           |          |          |                           |                               | ✓-p      |           |           |        |
| b. In Commercial or Industrial Zone   | Article 18                      |  |           |          |          |                           | ✓-p                           |          |           |           |        |
| 22. Planned Unit Development Final Plan   | Article 18                      |  |           |          |          | ✓                         |                               |          |           |           |        |
| 23. Site Plan Review (Minor or Major)   | Article 19                      | <p>Based on use, activity, zoning, adjacent zoning, and overlay zoning (-p)</p> <p>-See Schedule 12-2 (-p)</p> <p>-See Schedule 12-3 for procedures for RTC District (-p)</p> <p>-See Schedule 13-1 for procedures for medical uses within Medical Overlay Zone</p> <p>-See Schedule 13-2 for procedures for Historic Review (-p)</p> <p><sup>9</sup>-See Section 20.210 for alternate review procedures for commercial site plan review</p> |           |          |          |                           |                               |          |           |           |        |
| 24. <sup>11</sup> Conditional Use Permit  | 14.700<br><del>Article 16</del> |  |           |          |          |                           | See Schedule 12-2 (-p)        |          |           |           |        |
| 25. Solar Access Permit   | 22.640                          |  |           |          |          |                           | ✓                             |          |           |           |        |
| 26. Removal of noxious vegetation & replacement with riparian vegetation within stream corridor | 24.343                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 27. Allowed Activities in Conservation Class Wetlands   | 24.551                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 28. Conditionally Permitted Activities in Conservation Class Wetlands                           | 24.552                          |  |           |          |          | ✓                         |                               |          |           |           |        |
| 29. Allowed activities in Protection Class Wetlands   | 24.561                          | ✓  |           |          |          |                           |                               |          |           |           |        |
| 30. Performance Parking   | 25.050                          |  |           |          |          | ✓                         |                               |          |           |           |        |

<sup>5</sup>12.152 Lot Requirements

(1) Minimum lot requirements shall be as given in Schedule 12-56:

| Minimum Residential Lot Requirements Schedule 12-5 |   |   |                              |                               |                           |                              |                              |
|--|---|---|------------------------------|-------------------------------|---------------------------|------------------------------|------------------------------|
| Zone   | Lot Area One Dwelling Unit in sf (See Note 1) | Area/du Two or More Dwelling Units in sf (See Note 1) | Lot Width in ft (See Note 2) | Front Yard in ft (See Note 3) | Ext. Side/Rear Yard in ft | Side Yard in ft (See Note 4) | Rear Yard in ft (See Note 4) |
| UR   | 43,560  | 43,560  | 150                          | 20                            | 10<br>(See Note 5)        | 10                           | 20                           |
| R-1-12   | 12,000  | 12,000  | 80                           | 20                            | 10<br>(See Note 5)        | 6-10<br>(See Note 65)        | 6                            |
| R-1-10   | 10,000  | 10,000  | 75                           | 20                            | 10<br>(See Note 5)        | 6-10<br>(See Note 65)        | 6                            |
| R-1-8  | 8,000   | 8,000   | 70                           | 20                            | 10<br>(See Note 5)        | 6-10<br>(See Note 65)        | 6                            |
| R-1-6  | 6,000   | 5,000   | 60                           | 20                            | 10<br>(See Note 5)        | 6-10<br>(See Note 65)        | 6                            |
| R-2  | 5,000   | 3,750   | 50                           | 20                            | 10<br>(See Note 5)        | 5                            | 5                            |
| R-3  | 5,000   | 2,500   | 50                           | 20                            | 10<br>(See Note 5)        | 5                            | 5                            |
| R-4  | 5,000   | 1,250   | 50                           | 10<br>(See Note 5)            | 10<br>(See Note 5)        | 5                            | 5                            |

sf = Square Feet  
 ft = Linear Feet  
 du = Dwelling Unit

Note 1: Where public right-of-way is required to be dedicated from a lot for development permit approval, the area dedicated in excess of that necessary to provide a 60-foot wide right-of-way may be counted towards the minimum lot area.

Note 2: Lot depth shall not be greater than four (4) times its width, exclusive of the flagpole of a flag lot.

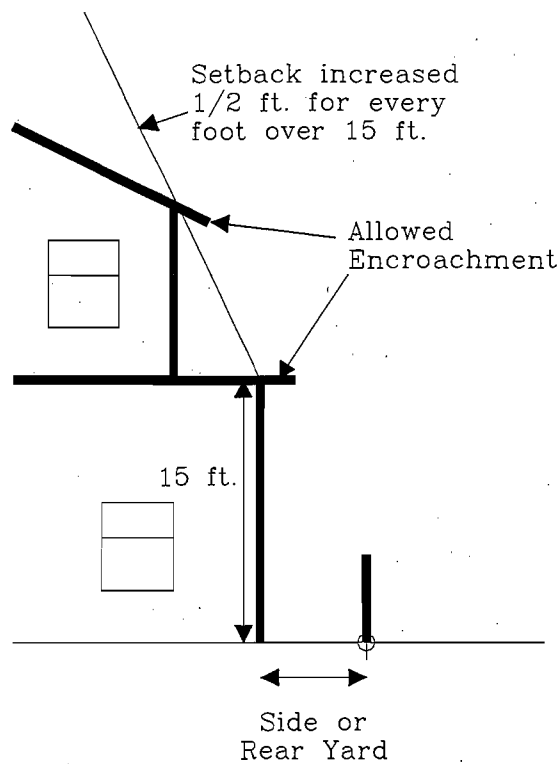
<sup>22</sup>Note 3: If each property that adjoins an interior side property line of the subject property is developed with a residential structure that has a nonconforming front yard setback, the front yard setback for a single-family residential structure on the subject property may be reduced subject to Subsection (3). See Concept Sketch: Reduced Front Yard Setback

Note 4: The structure shall be constructed so that any point on the structure is set back from the side and rear property

lines the required minimum setback plus one-half (1/2) foot for each foot over fifteen (15) feet that the point is above finish grade. See Concept Sketch: Side and Rear Yard Setback. Also, see Section 12.400 for exceptions to side and rear yard setbacks.

**Note 5:** *Garage door and carport openings shall in all cases maintain a minimum setback of twenty (20) feet.*

Note 65: Side yard setbacks shall be a minimum of six (6) feet, and the sum of the two side yards shall be a minimum of sixteen (16) feet. Any side yards beyond the first two shall be a minimum of six (6) feet.



Concept Sketch: Side and Rear Yard Setback

(2) A lot with frontage on two streets requires only one front yard. For a lot with frontage on more than one street, the applicant shall designate one such frontage as the front yard, and all other frontages shall be designated exterior side or rear yards, as appropriate. See also Article 30, Definitions. Exterior side or exterior rear yards shall be as given in Schedule 12-5.

<sup>22</sup>(3) If both properties that adjoin the interior side property lines of the subject property are developed with



12.153 <sup>23</sup>Height Requirement

(1) Maximum heights shall be as given in Schedule 12-6.

| Maximum Building or Structure Height<br>Schedule 12-6 |       |
|---|-------|
| Zone  | Feet* |
| R-1-12  | 35    |
| R-1-10  | 35    |
| R-1-8   | 35    |
| R-1-6   | 35    |
| R-2   | 35    |
| R-3   | 35    |
| R-4   | 45    |

\* Any gabled or hipped roof feature with a pitch over 5:12 may exceed the maximum height by two additional feet for each additional unit of rise per 12 units of run, up to a maximum of 16 additional feet:

| Additional Height for Roof Pitch >5:12<br>(measured from reference datum to highest point of roof) |  |     |
|--|--|-----|
| Roof Pitch   | Zone   |     |
|  | R-1-12, R-1-10,<br>R-1-8, R-1-6,<br>R-2, R-3 | R-4 |
| 5:12 or less   | 35   | 45  |
| more than 5:12 up to 6:12  | 37   | 47  |
| more than 6:12 up to 7:12  | 39   | 49  |
| more than 7:12 up to 8:12  | 41   | 51  |
| more than 8:12 up to 9:12  | 43   | 53  |
| more than 9:12 up to 10:12   | 45   | 55  |
| more than 10:12 up to 11:12  | 47   | 57  |
| more than 11:12 up to 12:12  | 49   | 59  |
| more than 12:12  | 51   | 61  |

(2) Exceptions. Residential Zoning District height limitations may be exceeded by the following:

(a) Farm buildings and structures

12.243 Residential Density Within the RTC-I District. The RTC-I District allows for residential development up to R-3 densities or 17.4 dwelling units/acre.

12.250 Commercial Base Development Standards

12.251 Purpose. The purpose of this Section is to provide the Base Development Standards for all commercial uses, including lot size, lot dimension, setbacks, structure height and lot access.

12.252 Lot Requirements.

(1) Minimum lot size and dimensions and front, side and rear yard setbacks shall be as given in Schedule 12-7.

| 13 Minimum Commercial Lot Requirements Schedule 12-7 |                           |                 |                 |                    |                               |           |           |              |
|--|---------------------------|-----------------|-----------------|--------------------|-------------------------------|-----------|-----------|--------------|
| Zone   | Lot Area in sf            | Lot width in ft | Lot Depth in ft | Front yard in ft   | Exterior Side/Rear yard in ft | Side yard | Rear yard | Lot Coverage |
| NC   | No min.<br>21,780<br>max* | 25              | 100             | 20                 | 10                            | None**    | None**    | 35% Max      |
| GC   | None                      | 25              | 100             | 10<br>(See Note 1) | 10<br>(See Note 1)            | None**    | None**    | None         |
| CBD  | None                      | None            | None            | None               | None                          | None**    | None**    | None         |

Legend:

- sf = Square Feet
- ft = Linear Feet
- Max. = Maximum Requirement; otherwise given as minimum requirement.
- \* = Maximum square footage for contiguous commercially-zoned lot area, regardless of ownership.
- \*\* = See Landscape and Buffering Requirements when adjacent to residential zones.

**Note 1:** For residential development within the GC zone, garage door and carport openings shall maintain a minimum setback of twenty (20) feet.

(2) A lot with frontage on two or more streets requires only one front yard. The applicant shall designate one such frontage as the front yard, and all other

## Proposed Development Code Article 25 Amendments

### 25.031 Applicability

*(10) For all land divisions, any existing parking and maneuvering areas to remain on the property shall be surfaced in accordance with the provisions of this Code prior to final plat approval.*

25.033 (3): Surfacing. All areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces composed of either asphalt or concrete. Parking lot surfacing shall not encroach upon the public right of way. *All areas used for parking and maneuvering of vehicles shall have durable and dustless surfaces composed of one of the following:*

*(a) Asphalt*

*(b) Concrete*

*(c) Pervious surfacing materials such as pervious concrete, grasscrete, or paved tire strips, following review and approval by the City Engineer. Engineered plans for pervious surface materials are required unless waived by the City Engineer. Approval of any pervious surfacing materials used in lieu of asphalt or concrete shall be based on the following:*

*(i) The pervious surfacing material shall have similar structural characteristics to asphalt or concrete, and shall be capable of withstanding the normal wear and tear associated with the parking and maneuvering of vehicles.*

*(ii) Drainage shall not adversely affect the public right-of-way or adjacent properties.*

*(iii) The pervious surfacing material shall be maintained throughout its use so that it continues to function as originally approved by the City Engineer.*

| <b>(1) Residential Uses</b>                                  |  |
|--|--|
| (a) Studio and one bedroom dwelling units                    | 1.00 space per dwelling unit.  |
| (b) Two bedroom dwelling units                               | 1.50 spaces per dwelling unit.   |
| (c) Three <del>or more</del> and four bedroom dwelling units | 2.00 spaces per dwelling unit.   |
| <del>(d) Five or more bedrooms</del>                         | <del>0.75 spaces per bedroom.</del>  |
| (d) For projects not providing on street parking add:        | 0.20 space per dwelling unit (guest).  |
| (e) Apartment-hotel, rooming or boarding house:              | One and one-half spaces per guest accommodation.   |
| (f) Retirement residences:                                   | One space per 6 beds.  |
| (g) Manufactured dwelling park                               | Two spaces per manufactured home, plus one space for guest parking for each five manufactured homes. |

**From:** Jared Voice  
**To:** Jocelyn Richardson  
**CC:** Carla Angeli; Rich Schaff  
**Date:** 2/17/2009 11:39 AM  
**Subject:** Re: Pervious Pavement Text Amendment

Good morning Jocelyn-

Thanks for your question regarding the pervious pavement text amendment.

The requirement for maintenance of the pervious surfacing material is one of three approval criteria that would be addressed by the City Engineer prior to approval of said material. As such, the intention is to ensure that the approved design will facilitate "less maintenance required" construction techniques and materials. The approved design would also require "easier" maintenance. The idea is to address long-term maintenance at the time of application review, so that the potential for requiring future enforcement is minimized. This criterion is not intended to require ongoing inspections, or constant maintenance of the materials to a "like new" condition.

That being said, having the criterion worded as it is gives the City some authority to require action or repair if maintenance becomes a problem to the point that public health /safety / welfare is adversely affected. (For example, if dirt, mud or other material is being tracked into the public ROW and entering the storm drain system, or drainage is altered and encroaches into neighboring properties.) Such action would be likely to occur only if there was a complaint and apparent problem. Again, it is not the intention to require ongoing inspections to enforce surface maintenance.

To answer your other question, I'm not aware of any situation where the City has required a property owner to repair a cracked or broken driveway surface located on private property. Conditional approvals for some development applications do require the repair of cracked sidewalks or driveway approaches. If a driveway had deteriorated to the point where chunks of asphalt were being dragged into the public right-of-way and affecting travel or drainage, then action may be required.

Hopefully this answers your questions. If not, feel free to contact me.

Sincerely-

Jared

Jared Voice  
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jvoice@grantspassoregon.gov

>>> Jocelyn Richardson <jmhr1601@hotmail.com> 2/13/2009 4:33 PM >>>

Jared,

I have a question regarding the subject text amendment.

I am in full support of the use of pervious pavement as it certainly advances our goals for storm water management. However, I am curious how we propose to accomplish item 25.033 (3) (c) (iii) "The pervious surfacing material shall be maintained throughout its use so that it continues to function as originally approved by the City Engineer."

I can sort of envision the basic approval by the City Engineer and a building inspector running a quantity of water across the pervious pavement to check that drainage doesn't adversely affect the public right-of-way at the time of construction.

What I can't see is how we intend to enforce ensuring that the surface is maintained. How do we treat asphalt or concrete if it is in someone's driveway and becomes cracked or broken?

Jocelyn

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**EXHIBIT 6**  
to UAPC Staff Report

**From:** Loree Arthur <loreearthur@gmail.com>  
**To:** Carla Angeli <cangeli@grantspassoregon.gov>, Darin Fowler <fowler33@char...>  
**Date:** 2/23/2009 11:46 AM  
**Subject:** Should NOT reduce number of parking spaces required

Welcome back Jocelyn - looking forward to lots of lively discussion.

I would like everyone to look very carefully at the last page- packet 106 (legislative matter) of proposed text amendment about pervious paving (we have been eagerly awaiting this choice)

However I think it is totally inappropriate to, as an incidental change "while we're in there" DECREASE the amount of parking required for any residential areas when we probably should be doubling the required amount instead.

Anywhere you drive around town you can see MANY \*small\* homes with 3 or 4 vehicles parked (during the middle of workdays) and 5,6,7 or more vehicles parked evenings and weekends.

In large parts of the country overnight parking is not allowed on streets at all (usually to accommodate snowplowing and streetcleaning from midnight to 6 am) and it is also commonly accepted that home values are higher in neighborhoods which do not have car-clogged streets narrowed so much that cars have to weave around to pass each other. We cannot change our old streets now, but we can make the new ones right-sized and we can avoid clogging all of them even more.

At the very least I would like to see DMV data about how many vehicles\* (not just passenger cars)\* are registered within city limits, UGB, and Josephine County. This should include ALL vehicles because many people here park work trucks, RVs, even semi-cabs, etc on their home property. And it definitely should include all pickup/suv's etc because it seems to be very common here for folks to have an old pickup as an extra vehicle. (In Detroit people kept old "beaters" valued under \$1000 to park at work in bad areas).

I do not object to the practical aspects of keeping extra recreational and limited use vehicles at home, only to our not requiring enough space for them to be parked off road. I assume that the data would not be available by land use zone so we would have to use grosser estimates in some way. Obviously if we could analyze it by zone, great.

Then someone ? has count of number of households so we can do some rough calculations

of how many vehicles we really have to park somewhere.

Since we are not likely to have pertinent data before Wed Feb 25, I will propose that we drop any changes to the parking space requirements until later or until we rewrite the codes with the UGB project, but make sure it is properly considered then.

Under no circumstances should we decrease parking requirements without proper analysis.

See you Wednesday.

Loree

--  
Use Email: [loreearthur.com](mailto:loreearthur.com)

Loree Arthur  
737 NW Kinney  
Grants Pass, OR 97526  
541-441-3270

**Table DP-4. Profile of Selected Housing Characteristics: 2000**

Geographic area: Oregon

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

| Subject                                    | Number           | Percent      | Subject                                      | Number           | Percent      |
|--|------------------|--------------|--|------------------|--------------|
| <b>Total housing units</b> .....           | <b>1,452,709</b> | <b>100.0</b> | <b>OCCUPANTS PER ROOM</b>                    |                  |              |
| <b>UNITS IN STRUCTURE</b>                  |                  |              | <b>Occupied housing units</b> .....          | <b>1,333,723</b> | <b>100.0</b> |
| 1-unit, detached .....                     | 911,595          | 62.8         | 1.00 or less .....                           | 1,268,885        | 95.1         |
| 1-unit, attached .....                     | 47,671           | 3.3          | 1.01 to 1.50 .....                           | 36,342           | 2.7          |
| 2 units .....                              | 44,298           | 3.0          | 1.51 or more .....                           | 28,496           | 2.1          |
| 3 or 4 units .....                         | 60,394           | 4.2          |  |                  |              |
| 5 to 9 units .....                         | 62,234           | 4.3          | <b>Specified owner-occupied units</b> .....  | <b>653,869</b>   | <b>100.0</b> |
| 10 to 19 units .....                       | 55,203           | 3.8          | <b>VALUE</b>                                 |                  |              |
| 20 or more units .....                     | 112,768          | 7.8          | Less than \$50,000 .....                     | 12,335           | 1.9          |
| Mobile home .....                          | 149,732          | 10.3         | \$50,000 to \$99,999 .....                   | 98,568           | 15.1         |
| Boat, RV, van, etc .....                   | 8,814            | 0.6          | \$100,000 to \$149,999 .....                 | 208,218          | 31.8         |
|  |                  |              | \$150,000 to \$199,999 .....                 | 160,858          | 24.6         |
| <b>YEAR STRUCTURE BUILT</b>                |                  |              | \$200,000 to \$299,999 .....                 | 114,810          | 17.6         |
| 1999 to March 2000 .....                   | 40,677           | 2.8          | \$300,000 to \$499,999 .....                 | 46,542           | 7.1          |
| 1995 to 1998 .....                         | 149,435          | 10.3         | \$500,000 to \$999,999 .....                 | 10,809           | 1.7          |
| 1990 to 1994 .....                         | 127,309          | 8.8          | \$1,000,000 or more .....                    | 1,729            | 0.3          |
| 1980 to 1989 .....                         | 176,639          | 12.2         | Median (dollars) .....                       | 152,100          | (X)          |
| 1970 to 1979 .....                         | 334,429          | 23.0         |  |                  |              |
| 1960 to 1969 .....                         | 176,686          | 12.2         | <b>MORTGAGE STATUS AND SELECTED</b>          |                  |              |
| 1940 to 1959 .....                         | 252,674          | 17.4         | <b>MONTHLY OWNER COSTS</b>                   |                  |              |
| 1939 or earlier .....                      | 194,860          | 13.4         | With a mortgage .....                        | 485,655          | 74.3         |
|  |                  |              | Less than \$300 .....                        | 1,472            | 0.2          |
| <b>ROOMS</b>                               |                  |              | \$300 to \$499 .....                         | 17,954           | 2.7          |
| 1 room .....                               | 38,300           | 2.6          | \$500 to \$699 .....                         | 51,745           | 7.9          |
| 2 rooms .....                              | 77,610           | 5.3          | \$700 to \$999 .....                         | 121,247          | 18.5         |
| 3 rooms .....                              | 132,551          | 9.1          | \$1,000 to \$1,499 .....                     | 175,004          | 26.8         |
| 4 rooms .....                              | 242,793          | 16.7         | \$1,500 to \$1,999 .....                     | 74,835           | 11.4         |
| 5 rooms .....                              | 291,391          | 20.1         | \$2,000 or more .....                        | 43,398           | 6.6          |
| 6 rooms .....                              | 267,982          | 18.4         | Median (dollars) .....                       | 1,125            | (X)          |
| 7 rooms .....                              | 181,047          | 12.5         | Not mortgaged .....                          | 168,214          | 25.7         |
| 8 rooms .....                              | 110,699          | 7.6          | Median (dollars) .....                       | 303              | (X)          |
| 9 or more rooms .....                      | 110,336          | 7.6          |  |                  |              |
| Median (rooms) .....                       | 5.3              | (X)          | <b>SELECTED MONTHLY OWNER COSTS</b>          |                  |              |
|  |                  |              | <b>AS A PERCENTAGE OF HOUSEHOLD</b>          |                  |              |
| <b>Occupied housing units</b> .....        | <b>1,333,723</b> | <b>100.0</b> | <b>INCOME IN 1999</b>                        |                  |              |
| <b>YEAR HOUSEHOLDER MOVED INTO UNIT</b>    |                  |              | Less than 15.0 percent .....                 | 210,363          | 32.2         |
| 1999 to March 2000 .....                   | 321,176          | 24.1         | 15.0 to 19.9 percent .....                   | 110,821          | 16.9         |
| 1995 to 1998 .....                         | 414,351          | 31.1         | 20.0 to 24.9 percent .....                   | 98,101           | 15.0         |
| 1990 to 1994 .....                         | 220,654          | 16.5         | 25.0 to 29.9 percent .....                   | 68,597           | 10.5         |
| 1980 to 1989 .....                         | 183,359          | 13.7         | 30.0 to 34.9 percent .....                   | 47,833           | 7.3          |
| 1970 to 1979 .....                         | 115,724          | 8.7          | 35.0 percent or more .....                   | 114,507          | 17.5         |
| 1969 or earlier .....                      | 78,459           | 5.9          | Not computed .....                           | 3,647            | 0.6          |
|  |                  |              |  |                  |              |
| <b>VEHICLES AVAILABLE</b>                  |                  |              | <b>Specified renter-occupied units</b> ..... | <b>467,599</b>   | <b>100.0</b> |
| None .....                                 | 99,926           | 7.5          | <b>GROSS RENT</b>                            |                  |              |
| 1 .....                                    | 436,919          | 32.8         | Less than \$200 .....                        | 17,922           | 3.8          |
| 2 .....                                    | 531,883          | 39.9         | \$200 to \$299 .....                         | 16,569           | 3.5          |
| 3 or more .....                            | 264,995          | 19.9         | \$300 to \$499 .....                         | 88,237           | 18.9         |
|  |                  |              | \$500 to \$749 .....                         | 198,313          | 42.4         |
| <b>HOUSE HEATING FUEL</b>                  |                  |              | \$750 to \$999 .....                         | 84,141           | 18.0         |
| Utility gas .....                          | 459,820          | 34.5         | \$1,000 to \$1,499 .....                     | 35,197           | 7.5          |
| Bottled, tank, or LP gas .....             | 26,243           | 2.0          | \$1,500 or more .....                        | 8,847            | 1.9          |
| Electricity .....                          | 648,898          | 48.7         | No cash rent .....                           | 18,373           | 3.9          |
| Fuel oil, kerosene, etc .....              | 91,842           | 6.9          | Median (dollars) .....                       | 620              | (X)          |
| Coal or coke .....                         | 102              | -            |  |                  |              |
| Wood .....                                 | 94,328           | 7.1          | <b>GROSS RENT AS A PERCENTAGE OF</b>         |                  |              |
| Solar energy .....                         | 476              | -            | <b>HOUSEHOLD INCOME IN 1999</b>              |                  |              |
| Other fuel .....                           | 9,374            | 0.7          | Less than 15.0 percent .....                 | 68,939           | 14.7         |
| No fuel used .....                         | 2,640            | 0.2          | 15.0 to 19.9 percent .....                   | 66,799           | 14.3         |
|  |                  |              | 20.0 to 24.9 percent .....                   | 63,976           | 13.7         |
| <b>SELECTED CHARACTERISTICS</b>            |                  |              | 25.0 to 29.9 percent .....                   | 55,036           | 11.8         |
| Lacking complete plumbing facilities ..... | 7,025            | 0.5          | 30.0 to 34.9 percent .....                   | 36,701           | 7.8          |
| Lacking complete kitchen facilities .....  | 12,106           | 0.9          | 35.0 percent or more .....                   | 150,380          | 32.2         |
| No telephone service .....                 | 21,809           | 1.6          | Not computed .....                           | 25,768           | 5.5          |

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.



**Table DP-4. Profile of Selected Housing Characteristics: 2000**

Geographic area: Josephine County, Oregon

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text].

| Subject                                    | Number        | Percent      | Subject                                      | Number        | Percent      |
|--|---------------|--------------|--|---------------|--------------|
| <b>Total housing units</b> .....           | <b>33,239</b> | <b>100.0</b> | <b>OCCUPANTS PER ROOM</b>                    |               |              |
| <b>UNITS IN STRUCTURE</b>                  |               |              | <b>Occupied housing units</b> .....          | <b>31,000</b> | <b>100.0</b> |
| 1-unit, detached .....                     | 22,021        | 66.3         | 1.00 or less .....                           | 29,651        | 95.6         |
| 1-unit, attached .....                     | 820           | 2.5          | 1.01 to 1.50 .....                           | 826           | 2.7          |
| 2 units .....                              | 994           | 3.0          | 1.51 or more .....                           | 523           | 1.7          |
| 3 or 4 units .....                         | 871           | 2.6          |  |               |              |
| 5 to 9 units .....                         | 634           | 1.9          | <b>Specified owner-occupied units</b> .....  | <b>14,264</b> | <b>100.0</b> |
| 10 to 19 units .....                       | 239           | 0.7          | <b>VALUE</b>                                 |               |              |
| 20 or more units .....                     | 607           | 1.8          | Less than \$50,000 .....                     | 415           | 2.9          |
| Mobile home .....                          | 6,602         | 19.9         | \$50,000 to \$99,999 .....                   | 3,587         | 25.1         |
| Boat, RV, van, etc .....                   | 451           | 1.4          | \$100,000 to \$149,999 .....                 | 5,189         | 36.4         |
|  |               |              | \$150,000 to \$199,999 .....                 | 2,745         | 19.2         |
| <b>YEAR STRUCTURE BUILT</b>                |               |              | \$200,000 to \$299,999 .....                 | 1,684         | 11.8         |
| 1999 to March 2000 .....                   | 747           | 2.2          | \$300,000 to \$499,999 .....                 | 495           | 3.5          |
| 1995 to 1998 .....                         | 2,641         | 7.9          | \$500,000 to \$999,999 .....                 | 143           | 1.0          |
| 1990 to 1994 .....                         | 3,691         | 11.1         | \$1,000,000 or more .....                    | 6             | -            |
| 1980 to 1989 .....                         | 5,742         | 17.3         | Median (dollars) .....                       | 128,700       | (X)          |
| 1970 to 1979 .....                         | 8,986         | 27.0         |  |               |              |
| 1960 to 1969 .....                         | 3,767         | 11.3         | <b>MORTGAGE STATUS AND SELECTED</b>          |               |              |
| 1940 to 1959 .....                         | 5,146         | 15.5         | <b>MONTHLY OWNER COSTS</b>                   |               |              |
| 1939 or earlier .....                      | 2,519         | 7.6          | With a mortgage .....                        | 8,873         | 62.2         |
|  |               |              | Less than \$300 .....                        | 66            | 0.5          |
| <b>ROOMS</b>                               |               |              | \$300 to \$499 .....                         | 611           | 4.3          |
| 1 room .....                               | 725           | 2.2          | \$500 to \$699 .....                         | 1,928         | 13.5         |
| 2 rooms .....                              | 1,670         | 5.0          | \$700 to \$999 .....                         | 3,012         | 21.1         |
| 3 rooms .....                              | 2,753         | 8.3          | \$1,000 to \$1,499 .....                     | 2,441         | 17.1         |
| 4 rooms .....                              | 6,735         | 20.3         | \$1,500 to \$1,999 .....                     | 601           | 4.2          |
| 5 rooms .....                              | 7,786         | 23.4         | \$2,000 or more .....                        | 214           | 1.5          |
| 6 rooms .....                              | 7,143         | 21.5         | Median (dollars) .....                       | 863           | (X)          |
| 7 rooms .....                              | 3,391         | 10.2         | Not mortgaged .....                          | 5,391         | 37.8         |
| 8 rooms .....                              | 1,707         | 5.1          | Median (dollars) .....                       | 233           | (X)          |
| 9 or more rooms .....                      | 1,329         | 4.0          |  |               |              |
| Median (rooms) .....                       | 5.1           | (X)          | <b>SELECTED MONTHLY OWNER COSTS</b>          |               |              |
|  |               |              | <b>AS A PERCENTAGE OF HOUSEHOLD</b>          |               |              |
| <b>Occupied housing units</b> .....        | <b>31,000</b> | <b>100.0</b> | <b>INCOME IN 1999</b>                        |               |              |
| <b>YEAR HOUSEHOLDER MOVED INTO UNIT</b>    |               |              | Less than 15.0 percent .....                 | 5,557         | 39.0         |
| 1999 to March 2000 .....                   | 6,124         | 19.8         | 15.0 to 19.9 percent .....                   | 1,825         | 12.8         |
| 1995 to 1998 .....                         | 9,261         | 29.9         | 20.0 to 24.9 percent .....                   | 2,008         | 14.1         |
| 1990 to 1994 .....                         | 6,066         | 19.6         | 25.0 to 29.9 percent .....                   | 1,395         | 9.8          |
| 1980 to 1989 .....                         | 5,152         | 16.6         | 30.0 to 34.9 percent .....                   | 875           | 6.1          |
| 1970 to 1979 .....                         | 3,151         | 10.2         | 35.0 percent or more .....                   | 2,508         | 17.6         |
| 1969 or earlier .....                      | 1,246         | 4.0          | Not computed .....                           | 96            | 0.7          |
|  |               |              |  |               |              |
| <b>VEHICLES AVAILABLE</b>                  |               |              | <b>Specified renter-occupied units</b> ..... | <b>8,847</b>  | <b>100.0</b> |
| None .....                                 | 1,841         | 5.9          | <b>GROSS RENT</b>                            |               |              |
| 1 .....                                    | 9,727         | 31.4         | Less than \$200 .....                        | 540           | 6.1          |
| 2 .....                                    | 12,417        | 40.1         | \$200 to \$299 .....                         | 417           | 4.7          |
| 3 or more .....                            | 7,015         | 22.6         | \$300 to \$499 .....                         | 2,514         | 28.4         |
|  |               |              | \$500 to \$749 .....                         | 3,689         | 41.7         |
| <b>HOUSE HEATING FUEL</b>                  |               |              | \$750 to \$999 .....                         | 874           | 9.9          |
| Utility gas .....                          | 6,767         | 21.8         | \$1,000 to \$1,499 .....                     | 213           | 2.4          |
| Bottled, tank, or LP gas .....             | 1,402         | 4.5          | \$1,500 or more .....                        | 28            | 0.3          |
| Electricity .....                          | 15,540        | 50.1         | No cash rent .....                           | 572           | 6.5          |
| Fuel oil, kerosene, etc .....              | 1,306         | 4.2          | Median (dollars) .....                       | 534           | (X)          |
| Coal or coke .....                         | -             | -            |  |               |              |
| Wood .....                                 | 5,784         | 18.7         | <b>GROSS RENT AS A PERCENTAGE OF</b>         |               |              |
| Solar energy .....                         | 15            | -            | <b>HOUSEHOLD INCOME IN 1999</b>              |               |              |
| Other fuel .....                           | 126           | 0.4          | Less than 15.0 percent .....                 | 1,262         | 14.3         |
| No fuel used .....                         | 60            | 0.2          | 15.0 to 19.9 percent .....                   | 1,029         | 11.6         |
|  |               |              | 20.0 to 24.9 percent .....                   | 1,106         | 12.5         |
| <b>SELECTED CHARACTERISTICS</b>            |               |              | 25.0 to 29.9 percent .....                   | 977           | 11.0         |
| Lacking complete plumbing facilities ..... | 413           | 1.3          | 30.0 to 34.9 percent .....                   | 598           | 6.8          |
| Lacking complete kitchen facilities .....  | 425           | 1.4          | 35.0 percent or more .....                   | 3,140         | 35.5         |
| No telephone service .....                 | 832           | 2.7          | Not computed .....                           | 735           | 8.3          |

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

**Table DP-4. Profile of Selected Housing Characteristics: 2000**

Geographic area: Grants Pass city, Oregon

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

| Subject                                    | Number       | Percent      | Subject                                      | Number       | Percent      |
|--|--------------|--------------|--|--------------|--------------|
| <b>Total housing units</b> .....           | <b>9,863</b> | <b>100.0</b> | <b>OCCUPANTS PER ROOM</b>                    |              |              |
| <b>UNITS IN STRUCTURE</b>                  |              |              | <b>Occupied housing units</b> .....          | <b>9,392</b> | <b>100.0</b> |
| 1-unit, detached .....                     | 6,573        | 66.6         | 1.00 or less .....                           | 8,966        | 95.5         |
| 1-unit, attached .....                     | 433          | 4.4          | 1.01 to 1.50 .....                           | 279          | 3.0          |
| 2 units .....                              | 675          | 6.8          | 1.51 or more .....                           | 147          | 1.6          |
| 3 or 4 units .....                         | 643          | 6.5          |  |              |              |
| 5 to 9 units .....                         | 460          | 4.7          | <b>Specified owner-occupied units</b> .....  | <b>4,533</b> | <b>100.0</b> |
| 10 to 19 units .....                       | 189          | 1.9          | <b>VALUE</b>                                 |              |              |
| 20 or more units .....                     | 554          | 5.6          | Less than \$50,000 .....                     | 92           | 2.0          |
| Mobile home .....                          | 310          | 3.1          | \$50,000 to \$99,999 .....                   | 1,697        | 37.4         |
| Boat, RV, van, etc. ....                   | 26           | 0.3          | \$100,000 to \$149,999 .....                 | 1,804        | 39.8         |
|  |              |              | \$150,000 to \$199,999 .....                 | 617          | 13.6         |
| <b>YEAR STRUCTURE BUILT</b>                |              |              | \$200,000 to \$299,999 .....                 | 237          | 5.2          |
| 1999 to March 2000 .....                   | 200          | 2.0          | \$300,000 to \$499,999 .....                 | 78           | 1.7          |
| 1995 to 1998 .....                         | 840          | 8.5          | \$500,000 to \$999,999 .....                 | 8            | 0.2          |
| 1990 to 1994 .....                         | 1,160        | 11.8         | \$1,000,000 or more .....                    | -            | -            |
| 1980 to 1989 .....                         | 1,487        | 15.1         | Median (dollars) .....                       | 111,200      | (X)          |
| 1970 to 1979 .....                         | 1,767        | 17.9         |  |              |              |
| 1960 to 1969 .....                         | 1,020        | 10.3         | <b>MORTGAGE STATUS AND SELECTED</b>          |              |              |
| 1940 to 1959 .....                         | 2,248        | 22.8         | <b>MONTHLY OWNER COSTS</b>                   |              |              |
| 1939 or earlier .....                      | 1,141        | 11.6         | With a mortgage .....                        | 3,068        | 67.7         |
|  |              |              | Less than \$300 .....                        | 17           | 0.4          |
| <b>ROOMS</b>                               |              |              | \$300 to \$499 .....                         | 151          | 3.3          |
| 1 room .....                               | 263          | 2.7          | \$500 to \$699 .....                         | 732          | 16.1         |
| 2 rooms .....                              | 632          | 6.4          | \$700 to \$999 .....                         | 1,050        | 23.2         |
| 3 rooms .....                              | 1,205        | 12.2         | \$1,000 to \$1,499 .....                     | 937          | 20.7         |
| 4 rooms .....                              | 2,241        | 22.7         | \$1,500 to \$1,999 .....                     | 149          | 3.3          |
| 5 rooms .....                              | 2,152        | 21.8         | \$2,000 or more .....                        | 32           | 0.7          |
| 6 rooms .....                              | 1,882        | 19.1         | Median (dollars) .....                       | 861          | (X)          |
| 7 rooms .....                              | 703          | 7.1          | Not mortgaged .....                          | 1,465        | 32.3         |
| 8 rooms .....                              | 466          | 4.7          | Median (dollars) .....                       | 259          | (X)          |
| 9 or more rooms .....                      | 319          | 3.2          |  |              |              |
| Median (rooms) .....                       | 4.8          | (X)          | <b>SELECTED MONTHLY OWNER COSTS</b>          |              |              |
| <b>Occupied housing units</b> .....        | <b>9,392</b> | <b>100.0</b> | <b>AS A PERCENTAGE OF HOUSEHOLD</b>          |              |              |
| <b>YEAR HOUSEHOLDER MOVED INTO UNIT</b>    |              |              | <b>INCOME IN 1999</b>                        |              |              |
| 1999 to March 2000 .....                   | 2,324        | 24.7         | Less than 15.0 percent .....                 | 1,540        | 34.0         |
| 1995 to 1998 .....                         | 3,193        | 34.0         | 15.0 to 19.9 percent .....                   | 597          | 13.2         |
| 1990 to 1994 .....                         | 1,866        | 19.9         | 20.0 to 24.9 percent .....                   | 755          | 16.7         |
| 1980 to 1989 .....                         | 1,102        | 11.7         | 25.0 to 29.9 percent .....                   | 569          | 12.6         |
| 1970 to 1979 .....                         | 561          | 6.0          | 30.0 to 34.9 percent .....                   | 380          | 8.4          |
| 1969 or earlier .....                      | 346          | 3.7          | 35.0 percent or more .....                   | 674          | 14.9         |
|  |              |              | Not computed .....                           | 18           | 0.4          |
| <b>VEHICLES AVAILABLE</b>                  |              |              | <b>Specified renter-occupied units</b> ..... | <b>4,318</b> | <b>100.0</b> |
| None .....                                 | 932          | 9.9          | <b>GROSS RENT</b>                            |              |              |
| 1 .....                                    | 3,718        | 39.6         | Less than \$200 .....                        | 343          | 7.9          |
| 2 .....                                    | 3,403        | 36.2         | \$200 to \$299 .....                         | 171          | 4.0          |
| 3 or more .....                            | 1,339        | 14.3         | \$300 to \$499 .....                         | 1,224        | 28.3         |
|  |              |              | \$500 to \$749 .....                         | 1,885        | 43.7         |
| <b>HOUSE HEATING FUEL</b>                  |              |              | \$750 to \$999 .....                         | 390          | 9.0          |
| Utility gas .....                          | 4,395        | 46.8         | \$1,000 to \$1,499 .....                     | 169          | 3.9          |
| Bottled, tank, or LP gas .....             | 128          | 1.4          | \$1,500 or more .....                        | 17           | 0.4          |
| Electricity .....                          | 4,467        | 47.6         | No cash rent .....                           | 119          | 2.8          |
| Fuel oil, kerosene, etc .....              | 72           | 0.8          | Median (dollars) .....                       | 531          | (X)          |
| Coal or coke .....                         | -            | -            |  |              |              |
| Wood .....                                 | 281          | 3.0          | <b>GROSS RENT AS A PERCENTAGE OF</b>         |              |              |
| Solar energy .....                         | -            | -            | <b>HOUSEHOLD INCOME IN 1999</b>              |              |              |
| Other fuel .....                           | 31           | 0.3          | Less than 15.0 percent .....                 | 551          | 12.8         |
| No fuel used .....                         | 18           | 0.2          | 15.0 to 19.9 percent .....                   | 540          | 12.5         |
|  |              |              | 20.0 to 24.9 percent .....                   | 603          | 14.0         |
| <b>SELECTED CHARACTERISTICS</b>            |              |              | 25.0 to 29.9 percent .....                   | 571          | 13.2         |
| Lacking complete plumbing facilities ..... | 48           | 0.5          | 30.0 to 34.9 percent .....                   | 290          | 6.7          |
| Lacking complete kitchen facilities .....  | 113          | 1.2          | 35.0 percent or more .....                   | 1,584        | 36.7         |
| No telephone service .....                 | 191          | 2.0          | Not computed .....                           | 179          | 4.1          |

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

**Table DP-4. Profile of Selected Housing Characteristics: 2000**

Geographic area: Redwood CDP, Oregon

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

| Subject                                   | Number       | Percent      | Subject                                      | Number       | Percent      |
|---|--------------|--------------|--|--------------|--------------|
| <b>Total housing units</b> .....          | <b>2,547</b> | <b>100.0</b> | <b>OCCUPANTS PER ROOM</b>                    |              |              |
| <b>UNITS IN STRUCTURE</b>                 |              |              | <b>Occupied housing units</b> .....          | <b>2,406</b> | <b>100.0</b> |
| 1-unit, detached.....                     | 1,402        | 55.0         | 1.00 or less.....                            | 2,313        | 96.1         |
| 1-unit, attached.....                     | 134          | 5.3          | 1.01 to 1.50.....                            | 74           | 3.1          |
| 2 units.....                              | 173          | 6.8          | 1.51 or more.....                            | 19           | 0.8          |
| 3 or 4 units.....                         | 116          | 4.6          | <b>Specified owner-occupied units</b> .....  | <b>1,011</b> | <b>100.0</b> |
| 5 to 9 units.....                         | 67           | 2.6          | <b>VALUE</b>                                 |              |              |
| 10 to 19 units.....                       | -            | -            | Less than \$50,000.....                      | 6            | 0.6          |
| 20 or more units.....                     | 4            | 0.2          | \$50,000 to \$99,999.....                    | 145          | 14.3         |
| Mobile home.....                          | 633          | 24.9         | \$100,000 to \$149,999.....                  | 517          | 51.1         |
| Boat, RV, van, etc.....                   | 18           | 0.7          | \$150,000 to \$199,999.....                  | 218          | 21.6         |
|   |              |              | \$200,000 to \$299,999.....                  | 87           | 8.6          |
| <b>YEAR STRUCTURE BUILT</b>               |              |              | \$300,000 to \$499,999.....                  | 11           | 1.1          |
| 1999 to March 2000.....                   | 122          | 4.8          | \$500,000 to \$999,999.....                  | 21           | 2.1          |
| 1995 to 1998.....                         | 457          | 17.9         | \$1,000,000 or more.....                     | 6            | 0.6          |
| 1990 to 1994.....                         | 449          | 17.6         | Median (dollars).....                        | 130,000      | (X)          |
| 1980 to 1989.....                         | 438          | 17.2         | <b>MORTGAGE STATUS AND SELECTED</b>          |              |              |
| 1970 to 1979.....                         | 308          | 12.1         | <b>MONTHLY OWNER COSTS</b>                   |              |              |
| 1960 to 1969.....                         | 335          | 13.2         | With a mortgage.....                         | 622          | 61.5         |
| 1940 to 1959.....                         | 311          | 12.2         | Less than \$300.....                         | 7            | 0.7          |
| 1939 or earlier.....                      | 127          | 5.0          | \$300 to \$499.....                          | 6            | 0.6          |
|   |              |              | \$500 to \$699.....                          | 54           | 5.3          |
| <b>ROOMS</b>                              |              |              | \$700 to \$999.....                          | 276          | 27.3         |
| 1 room.....                               | 19           | 0.7          | \$1,000 to \$1,499.....                      | 202          | 20.0         |
| 2 rooms.....                              | 110          | 4.3          | \$1,500 to \$1,999.....                      | 43           | 4.3          |
| 3 rooms.....                              | 180          | 7.1          | \$2,000 or more.....                         | 34           | 3.4          |
| 4 rooms.....                              | 694          | 27.2         | Median (dollars).....                        | 953          | (X)          |
| 5 rooms.....                              | 557          | 21.9         | Not mortgaged.....                           | 389          | 38.5         |
| 6 rooms.....                              | 581          | 22.8         | Median (dollars).....                        | 253          | (X)          |
| 7 rooms.....                              | 232          | 9.1          | <b>SELECTED MONTHLY OWNER COSTS</b>          |              |              |
| 8 rooms.....                              | 129          | 5.1          | <b>AS A PERCENTAGE OF HOUSEHOLD</b>          |              |              |
| 9 or more rooms.....                      | 45           | 1.8          | <b>INCOME IN 1999</b>                        |              |              |
| Median (rooms).....                       | 5.0          | (X)          | Less than 15.0 percent.....                  | 355          | 35.1         |
| <b>Occupied housing units</b> .....       | <b>2,406</b> | <b>100.0</b> | 15.0 to 19.9 percent.....                    | 162          | 16.0         |
| <b>YEAR HOUSEHOLDER MOVED INTO UNIT</b>   |              |              | 20.0 to 24.9 percent.....                    | 152          | 15.0         |
| 1999 to March 2000.....                   | 635          | 26.4         | 25.0 to 29.9 percent.....                    | 58           | 5.7          |
| 1995 to 1998.....                         | 826          | 34.3         | 30.0 to 34.9 percent.....                    | 62           | 6.1          |
| 1990 to 1994.....                         | 418          | 17.4         | 35.0 percent or more.....                    | 215          | 21.3         |
| 1980 to 1989.....                         | 320          | 13.3         | Not computed.....                            | 7            | 0.7          |
| 1970 to 1979.....                         | 132          | 5.5          |  |              |              |
| 1969 or earlier.....                      | 75           | 3.1          | <b>Specified renter-occupied units</b> ..... | <b>832</b>   | <b>100.0</b> |
|   |              |              | <b>GROSS RENT</b>                            |              |              |
| <b>VEHICLES AVAILABLE</b>                 |              |              | Less than \$200.....                         | 14           | 1.7          |
| None.....                                 | 87           | 3.6          | \$200 to \$299.....                          | -            | -            |
| 1.....                                    | 916          | 38.1         | \$300 to \$499.....                          | 108          | 13.0         |
| 2.....                                    | 951          | 39.5         | \$500 to \$749.....                          | 600          | 72.1         |
| 3 or more.....                            | 452          | 18.8         | \$750 to \$999.....                          | 72           | 8.7          |
|   |              |              | \$1,000 to \$1,499.....                      | 4            | 0.5          |
| <b>HOUSE HEATING FUEL</b>                 |              |              | \$1,500 or more.....                         | -            | -            |
| Utility gas.....                          | 721          | 30.0         | No cash rent.....                            | 34           | 4.1          |
| Bottled, tank, or LP gas.....             | 43           | 1.8          | Median (dollars).....                        | 627          | (X)          |
| Electricity.....                          | 1,422        | 59.1         | <b>GROSS RENT AS A PERCENTAGE OF</b>         |              |              |
| Fuel oil, kerosene, etc.....              | 48           | 2.0          | <b>HOUSEHOLD INCOME IN 1999</b>              |              |              |
| Coal or coke.....                         | -            | -            | Less than 15.0 percent.....                  | 125          | 15.0         |
| Wood.....                                 | 172          | 7.1          | 15.0 to 19.9 percent.....                    | 136          | 16.3         |
| Solar energy.....                         | -            | -            | 20.0 to 24.9 percent.....                    | 119          | 14.3         |
| Other fuel.....                           | -            | -            | 25.0 to 29.9 percent.....                    | 54           | 6.5          |
| No fuel used.....                         | -            | -            | 30.0 to 34.9 percent.....                    | 68           | 8.2          |
|   |              |              | 35.0 percent or more.....                    | 292          | 35.1         |
| <b>SELECTED CHARACTERISTICS</b>           |              |              | Not computed.....                            | 38           | 4.6          |
| Lacking complete plumbing facilities..... | 12           | 0.5          |  |              |              |
| Lacking complete kitchen facilities.....  | 14           | 0.6          |  |              |              |
| No telephone service.....                 | 36           | 1.5          |  |              |              |

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

**Table DP-4. Profile of Selected Housing Characteristics: 2000**

Geographic area: Harbeck-Fruitdale CDP, Oregon

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

| Subject                                   | Number       | Percent      | Subject                                      | Number       | Percent      |
|---|--------------|--------------|--|--------------|--------------|
| <b>Total housing units</b> .....          | <b>1,667</b> | <b>100.0</b> | <b>OCCUPANTS PER ROOM</b>                    |              |              |
| <b>UNITS IN STRUCTURE</b>                 |              |              | <b>Occupied housing units</b> .....          | <b>1,550</b> | <b>100.0</b> |
| 1-unit, detached.....                     | 1,105        | 66.3         | 1.00 or less.....                            | 1,467        | 94.6         |
| 1-unit, attached.....                     | 98           | 5.9          | 1.01 to 1.50.....                            | 50           | 3.2          |
| 2 units.....                              | 57           | 3.4          | 1.51 or more.....                            | 33           | 2.1          |
| 3 or 4 units.....                         | 6            | 0.4          |  |              |              |
| 5 to 9 units.....                         | 69           | 4.1          | <b>Specified owner-occupied units</b> .....  | <b>816</b>   | <b>100.0</b> |
| 10 to 19 units.....                       | 45           | 2.7          | <b>VALUE</b>                                 |              |              |
| 20 or more units.....                     | -            | -            | Less than \$50,000.....                      | 47           | 5.8          |
| Mobile home.....                          | 273          | 16.4         | \$50,000 to \$99,999.....                    | 134          | 16.4         |
| Boat, RV, van, etc.....                   | 14           | 0.8          | \$100,000 to \$149,999.....                  | 453          | 55.5         |
|   |              |              | \$150,000 to \$199,999.....                  | 116          | 14.2         |
| <b>YEAR STRUCTURE BUILT</b>               |              |              | \$200,000 to \$299,999.....                  | 30           | 3.7          |
| 1999 to March 2000.....                   | 78           | 4.7          | \$300,000 to \$499,999.....                  | 26           | 3.2          |
| 1995 to 1998.....                         | 68           | 4.1          | \$500,000 to \$999,999.....                  | 10           | 1.2          |
| 1990 to 1994.....                         | 73           | 4.4          | \$1,000,000 or more.....                     | -            | -            |
| 1980 to 1989.....                         | 282          | 16.9         | Median (dollars).....                        | 126,800      | (X)          |
| 1970 to 1979.....                         | 494          | 29.6         | <b>MORTGAGE STATUS AND SELECTED</b>          |              |              |
| 1960 to 1969.....                         | 262          | 15.7         | <b>MONTHLY OWNER COSTS</b>                   |              |              |
| 1940 to 1959.....                         | 299          | 17.9         | With a mortgage.....                         | 504          | 61.8         |
| 1939 or earlier.....                      | 111          | 6.7          | Less than \$300.....                         | -            | -            |
| <b>ROOMS</b>                              |              |              | \$300 to \$499.....                          | 60           | 7.4          |
| 1 room.....                               | 53           | 3.2          | \$500 to \$699.....                          | 86           | 10.5         |
| 2 rooms.....                              | 113          | 6.8          | \$700 to \$999.....                          | 200          | 24.5         |
| 3 rooms.....                              | 153          | 9.2          | \$1,000 to \$1,499.....                      | 136          | 16.7         |
| 4 rooms.....                              | 225          | 13.5         | \$1,500 to \$1,999.....                      | 22           | 2.7          |
| 5 rooms.....                              | 373          | 22.4         | \$2,000 or more.....                         | -            | -            |
| 6 rooms.....                              | 428          | 25.7         | Median (dollars).....                        | 858          | (X)          |
| 7 rooms.....                              | 186          | 11.2         | Not mortgaged.....                           | 312          | 38.2         |
| 8 rooms.....                              | 81           | 4.9          | Median (dollars).....                        | 217          | (X)          |
| 9 or more rooms.....                      | 55           | 3.3          | <b>SELECTED MONTHLY OWNER COSTS</b>          |              |              |
| Median (rooms).....                       | 5.3          | (X)          | <b>AS A PERCENTAGE OF HOUSEHOLD</b>          |              |              |
| <b>Occupied housing units</b> .....       | <b>1,550</b> | <b>100.0</b> | <b>INCOME IN 1999</b>                        |              |              |
| <b>YEAR HOUSEHOLDER MOVED INTO UNIT</b>   |              |              | Less than 15.0 percent.....                  | 345          | 42.3         |
| 1999 to March 2000.....                   | 392          | 25.3         | 15.0 to 19.9 percent.....                    | 70           | 8.6          |
| 1995 to 1998.....                         | 481          | 31.0         | 20.0 to 24.9 percent.....                    | 96           | 11.8         |
| 1990 to 1994.....                         | 217          | 14.0         | 25.0 to 29.9 percent.....                    | 95           | 11.6         |
| 1980 to 1989.....                         | 268          | 17.3         | 30.0 to 34.9 percent.....                    | 55           | 6.7          |
| 1970 to 1979.....                         | 105          | 6.8          | 35.0 percent or more.....                    | 146          | 17.9         |
| 1969 or earlier.....                      | 87           | 5.6          | Not computed.....                            | 9            | 1.1          |
| <b>VEHICLES AVAILABLE</b>                 |              |              | <b>Specified renter-occupied units</b> ..... | <b>501</b>   | <b>100.0</b> |
| None.....                                 | 146          | 9.4          | <b>GROSS RENT</b>                            |              |              |
| 1.....                                    | 508          | 32.8         | Less than \$200.....                         | 21           | 4.2          |
| 2.....                                    | 646          | 41.7         | \$200 to \$299.....                          | 49           | 9.8          |
| 3 or more.....                            | 250          | 16.1         | \$300 to \$499.....                          | 166          | 33.1         |
| <b>HOUSE HEATING FUEL</b>                 |              |              | \$500 to \$749.....                          | 168          | 33.5         |
| Utility gas.....                          | 690          | 44.5         | \$750 to \$999.....                          | 59           | 11.8         |
| Bottled, tank, or LP gas.....             | 7            | 0.5          | \$1,000 to \$1,499.....                      | 15           | 3.0          |
| Electricity.....                          | 736          | 47.5         | \$1,500 or more.....                         | 5            | 1.0          |
| Fuel oil, kerosene, etc.....              | 27           | 1.7          | No cash rent.....                            | 18           | 3.6          |
| Coal or coke.....                         | -            | -            | Median (dollars).....                        | 505          | (X)          |
| Wood.....                                 | 57           | 3.7          | <b>GROSS RENT AS A PERCENTAGE OF</b>         |              |              |
| Solar energy.....                         | -            | -            | <b>HOUSEHOLD INCOME IN 1999</b>              |              |              |
| Other fuel.....                           | 9            | 0.6          | Less than 15.0 percent.....                  | 84           | 16.8         |
| No fuel used.....                         | 24           | 1.5          | 15.0 to 19.9 percent.....                    | 43           | 8.6          |
| <b>SELECTED CHARACTERISTICS</b>           |              |              | 20.0 to 24.9 percent.....                    | 59           | 11.8         |
| Lacking complete plumbing facilities..... | 36           | 2.3          | 25.0 to 29.9 percent.....                    | 63           | 12.6         |
| Lacking complete kitchen facilities.....  | 25           | 1.6          | 30.0 to 34.9 percent.....                    | 14           | 2.8          |
| No telephone service.....                 | 76           | 4.9          | 35.0 percent or more.....                    | 204          | 40.7         |
|   |              |              | Not computed.....                            | 34           | 6.8          |

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

URBAN AREA PLANNING COMMISSION

February 25, 2009

7:00 p.m.

Council Chambers

1. ROLL CALL

The Urban Area Planning Commission met in regular session on the above date with Vice Chair Kellenbeck presiding. Commissioners Arthur, Fitzgerald, Sackett, Fowler, Fedosky, and Richardson were present. Chair Berlant was absent. Also present and representing the City was Principal Planner Carla Angeli Paladino, City Engineer Rich Schaff, Associate Planner Lora Glover, and Associate Planner Jared Voice.

2. SWEAR IN NEW COMMISSIONER

Commissioner Kellenbeck stated, we are going to start out tonight's agenda by swearing in a new Commissioner. Principal Planner Angeli Paladino swears in Jocelyn Richardson.

3. ITEMS FROM PUBLIC: None.

4. CONSENT AGENDA:

a. MINUTES: February 11, 2009 Pgs. 1-4

Commissioner Fitzgerald stated, I'll make a motion that we accept the Consent Agenda. Commissioner Sackett seconded the motion.

MOTION

Commissioner Fitzgerald moved and Commissioner Sackett seconded a motion that the minutes be accepted as written. "AYES": Arthur, Kellenbeck, Fowler, Fitzgerald, Fedosky and Sackett. "NAYES": None. Abstain: Richardson. Absent: Berlant. The motion passes.

b. FINDINGS OF FACT:

i. None

5. PUBLIC HEARINGS:

i. 08-4050006: Revegetation Fee Text Amendment

Proposal: Text amendment to Articles 13, 17, and 18 of the Development Code to delete the \$2,000.00 maximum per lot re-vegetation fee.

Applicant: City of Grants Pass

**iv. 08-4050007: Pervious Pavement Development Code Text Amendment**

Proposal: A Development Code text amendment to Articles 2, 12, and 25. The proposed amendments address garage/carport setback requirements, allowance for alternative surfacing materials in lieu of asphalt or concrete when approved by the City Engineer, parking space amendment, and the requirement to pave existing parking/maneuvering areas with land division applications.

Applicant: City of Grants Pass

Planner: Jared Voice *Pgs. 95-108*

Vice Chairman Kellenbeck stated, we will now open the public hearing for Pervious Pavement Development Code Text Amendment, is there anyone present who wishes to challenge the authority of the commission to hear this matter? Seeing none, Vice Chairman Kellenbeck asked if any of the Commissioners wish to abstain from participating in this hearing or declare a potential conflict of interest. Seeing none, she asked if there are any Commissioners who wish to disclose discussions, contacts, or any other ex parte information.

Commissioner Richardson stated, I think you have just the information, the question that I asked is part of the attachment so you already see that.

Vice Chairman Kellenbeck stated yes and then we also have a new attachment, Exhibit 7, which was from Commissioner Arthur, and exhibits 8, 9, 10, 11 and 12 were added by Staff.

Associate Planner Voice stated, the amendments are to Articles 2, 12 and 25 of the Development Code. The article 2 is just a housekeeping amendment. It's unrelated to the rest. It's basically a typo that was put in when we adopted the telecommunications ordinance referencing and incorrect section, so we threw that in to make sure that we were clear on that. The rest are all related to parking; Sections 12.152 and 12.252, which would require a garage door and carport openings setbacks of 20 feet in all residential front exterior yards, Section 25.031, which would require existing parking and maneuvering areas to be surfaced prior to final plat for all land divisions in accordance with Code standards; Section 25.033 (3), which would allow pervious surfacing materials to be used in lieu of asphalt or concrete, subject to City Engineer review and approval; and Section 25.042, which would amend the residential minimum parking requirements to 2 for all dwelling units containing 3 or more bedrooms and existing now for 3 and 4 bedroom units it is 2 and then for 5 bedroom units plus, it is .75 per bedroom. As Commissioner Kellenbeck already mentioned, there were new staff reports exhibits left on the exhibit that had been added since the packet went out; exhibit 7 was from Commissioner Arthur regarding the parking proposal and exhibits 8, 9, 10, 11 and 12 with some census information kind of regarding that e-mail. I'll summarize each amendment:

The article 12 amendment is to deal with the parking in front of garage doors and carports. In certain instances, currently, a garage door or carport opening can be located within 10 feet of an exterior property line. Generally they are located at 20 feet, but if you're on a corner lot where you have a 20 foot front yard setback or a 10 foot exterior side yard setback there's nothing that says that the garage has to be located on the front yard setback or in an R-4 lot, another example, where there is 10 foot minimum setback. There's nothing that says that the garage has to be located 20 feet behind the property line. Then it would require that 20 foot setback in all cases for residential garages and car port openings. That ensures adequate distance between the garage/carport and street right-of-way for vehicle parking and prevents a vehicle parked within a 10 foot setback area from overhanging into a sidewalk or street right-of-way.

Section 25.031, there is currently no requirement in the Development Code to bring existing driveways or parking areas into compliance with surfacing standards when a property is divided through the partition or subdivision process. The amendment would require existing surfaces to remain on the property to be brought into compliance prior to final plat. This proposal would apply exclusively to existing driving or parking areas that are going to remain on the property as part of the existing development. So, for example if you have an existing single-family home on a large lot that subdivides into a subdivision, there is nothing currently that would require if that house had a gravel driveway to bring that into compliance even though all the new parcels would have to be paved. The existing could remain, so we were just wanting to clean that up to make sure that existing development also would have to meet the standards.

Section 25.033 (3) amendment in regards to pervious paving. The Planning Division has received increasing inquiries into the permissibility of pervious paving options in recent months. The Development Code is very specific, currently requiring asphalt or concrete for all driving and parking areas. The proposal will give us the flexibility to allow pervious surfacing materials subject to City Engineer approval. Again, the intention is to provide flexibility within the Code to allow such materials where appropriate. Currently we are in the position of maybe agreeing with someone that they really have no option, other than potentially a variance, to allow that. These are just some pictures of some different types of pervious paving.

I'm going to talk quite a bit about the Section 25.042 amendment since Commissioner Arthur brought up some points. I spent quite a bit of today thinking about that so I added some slides. Development code currently requires 2 parking spaces for three and four bedroom dwelling units and .75 spaces per bedroom for five or more dwelling units. Under that requirement, a four bedroom house would require 2 parking spaces, however, a five bedroom house would require 4 parking spaces. So if you add one bedroom then you double your required parking. The parking requirements are based on the existing

Code definition of residential dwelling unit, which limits occupancy to one family. That's kind of important to keep in mind. And there are separate parking requirements for other types of residential uses. The amendment would require residential dwelling units containing three or more bedrooms to provide a minimum of 2 off-street parking spaces so once you get the three bedrooms, no matter how many bedrooms you had in that house you would be required to a minimum of 2 off- street parking spaces. Most new residential developments that we see exceed the minimum number of off-street parking spaces so we rarely have to deal with that, 9 times out of 10 you have at least a 2-car garage that is setback usually 20 feet from the street, so automatically you have generally 4 parking spaces and you're usually double what is required, unless it's a five bedroom but then you are right on. I don't see too many five-bedroom new homes. Most Development Codes require 2 parking spaces per single-family dwelling unit regardless of the number of bedrooms. Ours is a little bit unique in going by bedrooms. A lot of Codes will go by the number of bedrooms when you get to multi-family parking, but ours is for all residential dwelling units. The number of cars owned does not necessarily correlate to the number of bedrooms at their house -- sometimes maybe so, but not always. Like I said, residential parking requirements in most codes are expressed as a ratio related to the number of dwelling units, most commonly, and especially in Oregon, cities require a minimum of two off-street parking spaces per dwelling unit. On the left hand side, you see other cities in southern Oregon -- I've tried to put the ones that were sort of comparable in size to Grants Pass, and I did look up Cave Junction but I don't think they have a website, I couldn't find one -- some other Oregon cities that all used that two parking spaces per unit standard. It's a pretty commonly used standard. Keep in mind this is a minimum parking requirement. It does not limit the number of spaces that one may provide. There is no maximum provision proposed. I've already talked about how most new homes having at least four parking spaces. Just a point to consider, should the minimum amount of parking required within our Code be enough to accommodate either average, or even worst-case scenarios? For example, should every house have enough residential parking for the median number of vehicles owned per household when half of all households own fewer than that number? Or also consider the average, usually the average number is more than half would own fewer. Another commonly used, I guess scenario is should a church provide enough parking for Easter Sunday? Just some other considerations -- a lot of larger cities including Portland and Eugene require only one parking space per dwelling unit. It's kind of a different comparison because usually they have more transportation alternatives available. Many communities also provide maximum parking provisions in addition to minimum; provide credit for adjacent on-street parking, so if you had, for example, you had 2 on-street parking spaces available then you would have fewer off-street parking spaces required; and also some reduce parking requirements for specialized housing such as senior housing. I know Lincoln City for senior housing requires 1 parking space as opposed to 2 parking spaces per unit.



I'm going to talk a little bit about some demographic data. In the year 2000, Grants Pass had fewer people per household than County and State averages, per the U.S. Census. Oregon had about 2.5, Josephine County 2.41 and Grants Pass about 2.36. According to the Oregon Office of Economic Analysis, nearly half of Josephine County's population growth between 2000 and 2025 is expected to be people aged 65 and over. One could potentially, reasonably assume that people age 65 and over drive less or maybe don't own a vehicle of their own. That is kind of your own assumption. This table is based on the census tables that I attached as exhibits to add to the Staff Report. This is from the 2000 U.S. Census and it shows vehicles available per occupied housing unit and it shows, I believe, in that table 0, 1, 2 and 3+ so I combined all of these under 0 to 2 to see approximately the percentage of Census respondents that said that they had 2 or fewer vehicles available. You can see that Grants Pass is the highest percentage between Oregon, Josephine County, Redwood and Harbeck/Fruitdale CDPs with over 86% saying that they had two or fewer vehicles available per dwelling unit.

Our conclusion and recommendation is that the Planning Commission recommends that City Council approve the proposed Development Code text amendment. I can answer questions at this time.

Commissioner Fitzgerald stated if you have a granny flat. If you put a granny flat over the garage, which we've talked about, which is very dear to Commissioner Arthur's heart -- what happens then with the parking?

Associate Planner Voice stated, currently our Code doesn't have a provision for granny flats so it would be treated as a separate dwelling unit, and depending on the number of bedrooms within that, you would be required to provide off-street parking in accordance with the number of bedrooms. A lot of communities that have accessory dwelling unit ordinances have separate parking requirements for those, usually one space.

Commissioner Fitzgerald stated typically, usually when you have a granny flat you have it for someone that's not supposed to be driving, it's not an apartment you're renting out, so would we be looking at putting in a requirement that if the use was actually a person that was over the age of 65 and you could fill those little deals?

Associate Planner Voice stated, we don't have anything currently. We would just look at it as an additional dwelling unit. One of the efficiency measures in the urbanization element of the Comprehensive Plan that's been recommended by the UGB Steering Committee, that you all will be seeing, I'm not sure, I think it has been sent into the State, but in a couple of months, it does include that as something that we are going to, hopefully, write into our Code in the near future.

Commissioner Sackett asked, how many parking areas are there? The problem sometimes I can see is that it is an artery street when it's wider, it's a lot wider, and there are more places to put cars -- because I have a couple streets by me that have been put in here in the last couple of years and the streets are so narrow that if you put cars on both sides then don't have enough room. It's like you said, 23% of us have three or more cars so someone is always parked out in the street. Well if they get them on both sides of the street, you couldn't get a fire truck down through there. It curves around like that and you would be lucky to get a fire truck down through there in an emergency -- because they are just crammed together. To me, to have more space to park you need bigger lots and, of course, what we do is we make the smallest lots so we can make the most money we can off of the property; which I guess if I probably had a lot of property that's probably what I'd do, but I think the street width could have something to do with how much space you have to park a car. If it's a wide arterial street, like for instance \_\_\_\_\_ Street where you can put cars on both sides and you have plenty of room to go down the middle. Then you've got some of these narrow streets that they put in that no way -- you should have everybody park on one side or have one that nobody parks on, and I don't know how that would go over in the neighborhood. But that is kind of what needs to be done because some of those streets for, emergency vehicles you're going to have a hard time. I don't know what the answer is but there are cars parked on some of those streets, both sides, day and night. I don't know if they move them, I think they are extra vehicles. Not very many park them in their garage anymore either because their garage is full of so much junk they can't get them in there anyway. That is one of the main problems because they are parked either out on the street or in the driveway. Anyway, that is kind of my opinion.

Commissioner Richardson stated, I was just going to give you all a hard time because I was sitting in the audience when you debated one and you were all just convinced that all the grannies that were in all of these various special housings were out there driving around like mad women and mad gentlemen in all of these cars and now we are taking the opposite tack that they're not going to be driving. I have to sympathize though. I do understand it and it may not be the ordinance to address it, because I believe there is an ordinance about leaving your cars parked in the same place multiple times. There are things about having your RV parked in the street. There is current Code that says you're not supposed to do it. I also believe that the Code Enforcement people sometimes get hamstrung simply because there are other things that take enforcement, so they are not always able to do that. I worry that there isn't enough parking. I'm one of those folks who are lucky enough to have a 3-car garage. I have seen those where people have tried to come in with the basic 2-car driveway and then split it out to be wide enough to get a third car garage opening or what they have to do to get their RV behind it and the openings just simply aren't big enough to

do all of that. It makes you kind of wonder if it isn't tied as much to bedrooms, as it is to the available garages and all the other things that you have. I have five vehicles parked in mine.

Vice Chairman Kellenbeck asked City Engineer Schaff, before we get too much further on discussion did you want to make a presentation or do you have anything to say? He responded that he did not have anything to add.

Commissioner Fitzpatrick asked Associate Planner Voice on your minimum commercial lot requirement, Schedule 12.7, you've changed GC on the front yard, you have the note 1 which says, "For residential development within the GC zone, garage door and carport openings shall maintain a minimum setback of 20 feet. I noticed that in CBC, it's zero, none. It's like I'm taking that none meaning zero required, not none happening, but previously it was 10 feet. Doesn't this sort of contradict some of the things that we are trying to do as far as putting into the mixed uses and the idea of smart growth and putting residences and mixing them in GC when you have a 20 foot setback for that you are forcing it to eat up a whole bunch of room.

Associate Planner Voice stated the 20 foot setback is intended for the garage and the carport only, not the rest of the building. We are just trying to ensure that you don't have a garage setback, 10 feet. When you have a garage setback 10 feet you either have to, I guess, post no parking or something in the driveway or require someone to parallel-park in the driveway. But if it's set back 10 feet and you park in the driveway then you are hanging 10 feet out into the right-of-way essentially, assuming a car length of 20 feet, so we are not just trying to contradict that it's just making sure that the garages themselves and the driveways have adequate space for people pulling in, whether it's overnight or for a short period of time -- so they are not overhanging into the street right-of-way.

Commissioner Richardson asked, is that more along the line of the intention to create kind of an alley so that, and I've seen this in older cities and older places, where you even have a shared driveway that goes between the two houses to a garage parking that is behind, is that to encourage that sort of thing? Which again, means this getting mixed uses, getting houses out front with porches and things instead of just a garage being the only thing there?

Associate Planner Voice stated I don't think we are really going there yet but we hope to look at, I know you're not necessarily meaning alleys exactly, but we are hopefully looking at some other standards to look at things like that in the near future. It's something we actually considered as part of this but it seemed to be too big to kind of wrap into this. It's going to be needed to look at on kind of on its own, as its own track though. This is simply trying to maintain the 20 foot garage setback for residential.

Commissioner Arthur asked, on the statistics that you pulled they have all of these categories with the Oregon vehicle registration reports show, you list the passenger car category. Does it include the trailers and everything else, RVs and trailers and all of that kind of thing? I don't think it does.

Associate Planner Voice stated, Census data... They have a glossary available and they didn't define vehicles...

Commissioner Arthur stated I've got the glossary here and it's hard to believe...

Associate Planner Voice asked, is that glossary from the Census or from the DMV? The data I have included with your...

Commissioner Arthur stated, it's Oregon Vehicle Registration Statistical Reports. I don't remember which, I got them from both of them.

Associate Planner Voice stated, I didn't have it in the slideshow but I did get some DMV statistics at about 4:30 PM this afternoon. They were for Josephine County only. They don't have them for the City – well, they do have them for the City but we would have to purchase them and they would have to run a report to get them but as of... I just printed it off to bring along with me. In 2008 in Josephine County, I can try to walk you through this, there was a total of 84,730 passenger vehicles and 104,648 total registrations that included everything else. In looking at exclusively the passenger vehicle and using a 2008 population estimate from Portland State University and the 2000 persons per household number for Josephine County, you come out with a total average of about 2.45 vehicles per household, registered. Just for those vehicles. When you factor in all the others, it bumps it up to a little over 2.5 I believe. So when you factor in buses and trailers and RVs and everything else, it bumps it up somewhat. But that's the average for the County and those statistics are kind of pulled from different areas so they're not perfectly accurate but they give you some idea.

Vice Chair Kellenbeck asked any if there were other questions for staff. Seeing none, we will turn it over to the Commission for discussion and decision/ recommendations.

Commissioner Arthur stated, I definitely think we should not count curb parking as spaces for households; especially in cul-de-sacs. Your slide said many cities allow that but I've spent 40 years in seven different cities none of which allowed any overnight parking ever on a street and it works beautifully and it keeps the neighborhoods clear and the driving paths open and it would probably never pass here. But I don't think, you know, that counting that as part of the area is the right way to go at all...

Commissioner Sackett stated another thing to what Commissioner Arthur said, it's too bad we couldn't say they couldn't have it on the street too is that probably the crime rate would go down -- for breaking into cars and stuff, if we could get them off the streets. But like you say, it probably would never go through.

Commissioner Fitzgerald stated, the issue on the other side of that coin, which we discussed at the Steering Committee for the Urban Growth Boundary (UGB) is the fact that we are running about 60% densities to what our properties or land was essentially zoned for. One of them is the fact that, I think would be, if you took all of the parking on the street away, I think that we would find that number would drop even more because they would want to have more open space on their property for an additional car or two and we would have even less, we'd probably be down to 50% density factors because they would have more open space required on-site that they are now using on the street. So it might be kind of productive huh?

Commissioner Arthur stated, the other thing is the one with the family issue and the number of bedrooms. I disagree that the number of bedrooms don't seem to have a correlation because the definition of family includes up to five unrelated people and only half of our population in this County and City are related families, and you know that if you've got the unrelated ones sharing households everybody is going to have a car. So I think it does have an effect coming from the number of bedrooms.

Commissioner Fedosky stated, you know on a five bedroom home it is hard to imagine somebody would spend the money for that that didn't have, in many cases, three drivers, particularly a teenager. I would think bedrooms would relate to parking spots and I look at page 106 and I wonder why item (c) three or more, I think I understood from Associate Planner Voice that the issue with item 3 is that item (d) doubled the requirement by virtue of having one more bedroom and I think that's a problem, I respect that, but could item (c) where it says "three or four bedroom dwelling units require two spaces" which is the way it was originally written, stand, and then item (d) five or more bedrooms just simply be three spaces as an alternative on the idea that a person spends a ton of money on a five bedroom home. There is a likelihood that a) you have a number of unrelated people, in which case they drive and go to work or; b) you have a teenager in the home that drives and mom has a car, dad has a car, and teenager has a car.

Commissioner Fitzgerald stated, going back to the idea of the bedroom deal. I can tell you that even though we have a senior population by, you've seen those numbers too Commissioner Arthur, by virtue of our \_\_\_\_\_, far and away, I can tell you, that seniors, there's only two of them and they may only have one car but they want three bedrooms. They don't want two, they want three and the third bedroom is not necessarily a guestroom, it's usually a craft room of some kind or there's... So given our weather, they want to have a place inside they can use so they will be three-bedroom homes and I think how that would

be handled to dodge that would be the fact that they would take out the closet and they would call it an office or craft room. They would call it a bedroom but the net result would still be the same.

Commissioner Richardson stated, Commissioner Fitzgerald raised an interesting point that has to do with a little bit of social engineering and how we want densities to grow and maybe it has to be a comprehensive decision, but it is true that if you want higher densities and you want to encourage people than you do have to allow parking on the street because that is what you get in urban areas. There's not much choice. If you want people not talking to their neighbors, if you want people dispersed and spread out, you put garages in the front. You let people go directly in and out of their garage. They have no interaction with their neighbors. They don't do any of those things that help create neighborhoods. I know it's an individual choice, and there is a lot of argument about it, but you can say that encouraging people, 1) to have the garages set back; 2) to have a minimum number of parking spaces in front, so they do use the front parking -- is actually a way to encourage neighborhood development and I know that's discussed a lot and so I just offer that as... This appears to be the way this document is heading. If that is consistent with what everybody wants for Grants Pass, then what they have suggested is very reasonable.

Commissioner Fowler stated, I'm for less of the City telling you what you can and can't do and I like the way it's changed and written now with the 2 spaces because if someone's got a four or five bedroom house and they want to make 3-car garages with 3 spaces in front to make it 6, let them do that, but let's not tell them they have to. Let 2 be enough for a minimum and then people can put more in if they want. What's next? Are we going to tell them how big the bedrooms have to be? We already tell them how big the hallways and stairways and the... But I think it's getting overregulated, or was even overregulated, and to simplify it into 2 spaces per dwelling unit, I like that.

Commissioner Fedosky stated, these things have some relationship to each other. The on-street parking as well as the parking spots required for dwellings. As it is currently proposed, if we strike item (d) five or more bedrooms; you could have an eight bedroom home with 2 spots required and it starts to get ridiculous. The thing that has to be considered is that people visit other people. I visited my mother in law in McMinnville and her driveway was probably set back about 20 feet and I'm in a 40 foot diesel pusher and before I went to McMinnville I called City police to find out the requirements because there wasn't an RV park, that I found anyway, close enough to alleviate having to take a taxi to go visit her. So they had a requirement similar to what Associate Planner Voice showed up there. I'm trying to remember, I think it might've been 48 hours, it was essentially over the weekend, yeah, and then you had to hit the road you know. So I made sure to dump my sewer in the storm drain before I left like Christmas Vacation but, no just kidding. But anyway it was reasonable and you had to get in there and get out of there, but without that there wouldn't be any visitation and the other thing too is by having a fair amount of parking spots for

the dwelling, you know, maybe that helps like... Okay I'm going to give the example: you've got a five, six, seven, eight bedroom home and if it at least requires 3 spots maybe if someone comes to visit there is one available for them to park in verses on the street. So there is some relationship to both of those things.

Commissioner Richardson stated, you know when I did it and went back to Kansas City I rented a car.

Commissioner Sackett stated, okay I noted what Commissioner Fitzgerald was saying just a minute ago about a room being a craft room. I'm not sure, I know when I had my house built a few years ago, I know that one of our rooms is sort of set as a craft room or it's an extra room but they made it be a bedroom anyway and is that true probably when you build a building? Is it ahead of time that you say how many bedrooms you have? Because they said I could convert it into a bedroom. They made me put a fire alarm and everything in there so I don't think you can take a three-bedroom house and make it a two bedroom house can you?

Associate Planner Voice stated when we calculate parking from a planning standpoint, we look at rooms with closets, not necessarily the living room or the kitchen but other rooms off to the side with closets, and count those as bedrooms. I'm not sure what the Building Code requirements are, one of you might know that better but...

Commissioner Fitzgerald stated, the fact is the Code on what the law will allow you to call a bedroom. It's not your opinion of a bedroom. It must have a closet. It must have a door. It must have a window.

Commissioner Richardson stated, when you looked at places, if you've ever watched House Hunters, if you're absolutely bored. The one thing you want to do when you're adding on a room is usually you put a closet, a window and all in it because for resale the next guy might not want to craft room, they may need the bedroom so you just increase your chances of being able to resell it as well as doing other things. So I think that's why so many people go for that three-bedroom two-bath thing. It's a standard; even if they only ever use one bedroom. The resale just is that much bigger market for what they are going to use.

Commissioner Arthur stated, I'm thinking rather than back the change (c) the realistic change, if you're going to do it, and I don't think it should be done, I think it all should be done later at the next rewrite, but I think four and five bedrooms should require 3 spaces and I'm assuming that this includes the 2 spaces in the garage right – which, as everybody observes, hardly anybody uses because their garage is full.

Vice Chair Kellenbeck stated, I just wanted to point out that one of the things I feel like we've done, if we're agreeing to the change that requires a garage and a carport to be set back 20 feet is we have mandated driveway parking spaces. So while I share the concern on reducing parking spaces on 25.042, we have also at the same time added required parking spaces to virtually everyone.

Commissioner Fedosky asked, wouldn't that be relevant though to the vehicle size. I mean a lot of vehicles are 19 feet long. The SUVs and stuff.

Commissioner Richardson stated, I'm going to do a call to question. I'm going to suggest that we vote on it as-is and see what kind of support it has for the changes and that way if there is sufficient support for an alternative, we can turn this one down but let's just vote on it the way it is and see what happens -- so I move that we adopt it as written. Commissioner Fowler seconded the motion. Vice Chair Kellenbeck called for a vote.

#### MOTION

Commissioner Richardson moved and Commissioner Fowler seconded a motion to adopt the amendment as written. "AYES": Richardson, Fitzgerald, and Sackett. "NAYES": Kellenbeck, Arthur, Fowler, Fedosky. Abstain: None. Absent: Berlant. The motion failed.

Commissioner Arthur stated I don't know whether it's a better choice to try to come up with a wording for 25.042 or whether to not include the change at this time and hope that it gets fixed when we rewrite the Code later.

Vice Chair Kellenbeck stated, okay so that was not a motion.

Commissioner Fedosky asked, what about both. What about a motion as I suggested with item (d) instead of completely striking it, five or more bedrooms, 3 spaces.

Associate Planner Voice stated, if I could offer my own two cents. I kind of like Commissioner Fedosky's idea as opposed to just leaving it. I think that's a better standard than what's there now. I would be okay with...

Commissioner Fedosky stated, not to exclude the opportunity to revisit it at a later date.

Vice Chair Kellenbeck stated, instead of clarifying then you're suggesting that item (c) remain as it originally was three and four bedroom dwelling units to have 2 spaces and we would reinstate item (d) and that would say five or more bedrooms have 3 spaces?

Commissioner Fedosky agreed, 3 spaces per dwelling unit.

Vice Chair Kellenbeck repeated 3 spaces per dwelling unit and then recommending all other amendments.



Commissioner Fedosky agreed and stated that would be a motion. Commissioner Richardson seconded the motion.

#### MOTION

Commissioner Fedosky moved and Commissioner Richardson seconded a motion to recommend the amendments with revision of item (d) as noted herein. "AYES": Kellenbeck, Arthur, Fedosky, Richardson, Fitzgerald, and Sackett. NAYES": Fowler. Abstain: None. Absent: Berlant. The motion passed.

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#### 6. CITIZEN INVOLVEMENT COMMITTEE:

a. Items from the Public: None.

7. ITEMS FROM STAFF: Principal Planner Angeli-Paladino stated, Staff wanted to have an opportunity to check in with the Planning Commission. Several months ago, probably over a year ago, the Planning Commission had made some recommendations for text amendments and Staff just wants to make sure you know we have not ignored you and we haven't forgotten you have asked for those. We just want to make sure we know what the priority is for the ones we have on the book that you have requested. [She pulls up a list on the overhead display.] She asked City Engineer Schaff if he wished to discuss something first.

Commissioner Arthur stated she was very glad to have gotten the pervious pavement text done.

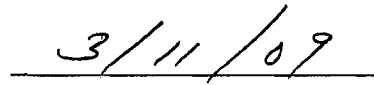
City Engineer Schaff stated, he liked the option they chose too. I appreciate the good discussion you had on the Overland property tonight. I just wanted to say that, in the future when we consider these that the Federal Highway Administration has determined there is a very strong correlation between the number of access points on an arterial street and the crash rates. In fact, it is not linear – you know, not 6 accesses is 2 crashes and 12 accesses is 4 crashes – it is more of an exponential curve. So as we get up to those higher densities along arterials it is important to keep those down. I just wanted you to keep that in mind for the future. I do appreciate that this was unique with Overland and it was a very good discussion. It was very invigorating to listen to.

Principal Planner Angeli-Paladino thanked City Engineer Schaff. She shows the display with the text amendment list. She stated, these are the ones that we have noted. Obviously the TIA scoping policy came out I think in probably in 2008 and we did one presentation last May and we haven't come back with anything since then. So internally, Community Development has created little work groups around some of these topics. So actually Associate Planner Lora Glover is one of the staff members working on going further with it. In the middle of March, the work group team is going to be submitting something to CD to

9. ADJOURNMENT: There being no further business to come before the Commission, Vice Chair Kellenbeck adjourned the meeting at 9:07 p.m.



Gary Berlant, Chair



Date

Urban Area Planning Commission

These minutes were prepared by contract minute taker, Wendy Hain.

## Pervious Pavement & Partition Paving

### Development Code Text Amendment

February 25, 2009 UAPC Meeting  
Presented By: Jared Voice

#### Proposal summary:

- Amendments to Articles 2, 12, and 25.
  - **Schedule 2-1:** Housekeeping amendment to correct a section reference.
  - **Sections 12.152 & 12.252:** Garage door / carport opening setback of 20 feet required in all residential front and exterior yards.
  - **Section 25.031:** Existing parking and maneuvering areas must be surfaced prior to final plat for all land divisions.
  - **Section 25.033 (3):** Pervious surfacing materials allowed in lieu of asphalt or concrete, subject to City Engineer approval.
  - **Section 25.042:** Two (2) parking spaces required for dwelling units containing three or more bedrooms. Eliminate requirement for 0.75 spaces per bedroom for dwelling units with five or more bedrooms.

#### New Staff Report Exhibits

- Exhibit 7- E-mail Regarding Residential Parking Requirements
- Exhibit 8- 2000 Census Profile of Selected Housing Characteristics for Oregon
- Exhibit 9- 2000 Census Profile of Selected Housing Characteristics for Josephine County
- Exhibit 10- 2000 Census Profile of Selected Housing Characteristics for City of Grants Pass
- Exhibit 11- 2000 Census Profile of Selected Housing Characteristics for Redwood CDP
- Exhibit 12- 2000 Census Profile of Selected Housing Characteristics for Harbeck-Fruitdale CDP

#### Article 12 Amendment

- In certain instances, a garage door or carport opening is permitted within 10 feet of the exterior property line.
- Amendment would require a 20-foot setback for all residential garages and carport openings.
- Amendment ensures adequate distance between garage / carport and street ROW for vehicle parking.
  - Prevents vehicles hanging over sidewalk and street

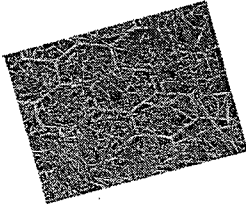
#### Section 25.031 Amendment

- Currently no requirement to bring existing driveways or parking areas into compliance with Code surfacing standards when property is divided through partition or subdivision process.
- Amendment would require said surfaces to be bought into compliance prior to final plat.
- Amendment applies exclusively to existing driving or parking areas to remain on the property as part of existing development.
  - Does not apply to new driving or parking areas, which would be constructed at the time of lot development.

#### Section 25.033 (3) Amendment

- Planning Division has received increasing number of inquiries into the permissibility of "grasscrete", paved tire strips and other types of permeable surfacing for driveways and parking areas.
- Development Code currently requires asphalt or concrete for all driving and parking areas
- Proposal would allow pervious surfacing materials, subject to City Engineer approval.
  - Intention is to provide adequate flexibility within the Code to allow such materials where appropriate.

### Section 25.033 (3) Amendment (cont'd)



### Section 25.042 Amendment

- Development Code currently requires 2.00 parking spaces for 3 and 4 bedroom dwelling units, and 0.75 spaces per bedroom for 5 and more bedroom dwelling units.
  - Under this requirement, a 4 bedroom house requires 2 parking spaces, while a 5 bedroom house requires 4 parking spaces.
- Parking requirements are based on existing Code definition of Residential Dwelling Unit, which limits occupancy to one family.
- Separate parking requirements for "Apartment-hotel, rooming or boarding house", "Retirement residences", and "Manufactured dwelling park".

### Section 25.042 Amendment (continued)

- Amendment would require residential dwelling units containing 3 or more bedrooms to provide a minimum of 2 off-street parking spaces.
- Most new residential developments exceed the minimum number of off-street parking spaces.
- Most development codes require 2 parking spaces per single-family dwelling unit, regardless of the number of bedrooms.
  - Number of cars owned does not necessarily correlate to the number of bedrooms within a house.

\*Residential parking requirements are generally expressed as a ratio related to the number of dwelling units.

\*Most commonly, cities require a minimum of 2 off-street parking spaces per dwelling unit.

#### Southern Oregon

- Ashland
- Central Point
  - Spaces must be within garage or carport
- Klamath Falls
- Medford
- Roseburg

#### Other Oregon Cities

- Albany
- Bend
- Corvallis
- Lincoln City
- Salem
- Springfield

### Section 25.042 amendment (continued)

- **MINIMUM** parking requirement do not limit the number of space one may provide
  - No maximum provision is proposed
  - Average new home with two-car garage provides at least 4 parking spaces
- Should the **minimum** amount of parking required be enough to accommodate average or worst-case scenarios?
  - Enough residential parking for median number of vehicles owned per household (when half of all households own fewer vehicles)?
  - Enough church parking for Easter Sunday?

### Other Considerations

- Larger cities such as Portland and Eugene require 1 parking space per dwelling unit.
  - Transportation alternatives available
- Many communities provide:
  - Maximum parking provisions
  - Credit for adjacent on-street parking
  - Reduced parking requirements for specialized housing (e.g. senior housing)

## Demographic Data

- In the year 2000, Grants Pass had fewer people per household than the County and State averages (per U.S. Census)
  - Oregon: 2.51
  - Josephine County: 2.41
  - Grants Pass: 2.36
- Nearly half of Josephine County population growth in between 2000 and 2025 expected to be people aged 65 and over (per Oregon Office of Economic Analysis.)

## Vehicles Available per Occupied Housing Unit

| Area                  | Vehicles Available |     |
|-----------------------|--------------------|-----|
|                       | 0-2                | 3 + |
| Oregon                | 80%                | 20% |
| Josephine County      | 77%                | 23% |
| City of Grants Pass   | 86%                | 14% |
| Redwood CDP           | 81%                | 19% |
| Harbeck-Fruitdale CDP | 84%                | 16% |

Sourcé: 2000 US Census

## Conclusion & Recommendation

- Planning Commission recommend that City Council approve the proposed Development Code text amendment.

Questions?

URBAN AREA PLANNING COMMISSION

February 11, 2009  
7:00 P.M. MEETING  
Courtyard Conference Room

COMMISSIONERS:

Gary Berlant (Chair)                      Loree Arthur                      Gerard Fitzgerald                      Vacant  
Stacey Kellenbeck (Vice Chair)      Darin Fowler                      David Fedosky                      Richard Sackett

1. ROLL CALL:

The Urban Area Planning Commission met in regular session on the above date with Chair Berlant presiding. Commissioners Arthur, Kellenbeck, Wickham, Fitzgerald, Sackett, Fowler and Fedosky were present. Also present and representing the City was Principal Planner Angeli-Paladino.

2. ITEMS FROM PUBLIC: Chair Berlant stated, if there is anybody who would like to address the Commission on matters not on the regular agenda they may do so at this time. There are no items from the public.

3. CONSENT AGENDA:

a. MINUTES:

i. January 28, 2009

Chair Berlant stated, next is the Consent Agenda which includes the minutes from January 28, 2009, and no Findings of Fact. He asked if there were any changes.

Commissioner Fedosky stated it is showing he came in late to that meeting but he was never present.

MOTION

Commissioner Arthur moved and Commissioner Sackett seconded a motion to accept the minutes as corrected. The motion passed unanimously.

b. FINDINGS OF FACT:

i. None

5. PUBLIC HEARINGS:

i. 08-30200017: Appeal of Director's Interpretation

Proposal:                      Appeal of the Director's interpretation regarding the duration of time allowed for a temporary use, fencing, and issuance of a use permit  
Applicant:                      James Williams  
Representative:              Ben Freudenberg  
Planner:                      Carla Angeli Paladino

Pgs. 1-24

Commissioner Kellenbeck stated, I would like to make a motion that we continue the hearing to the next Planning Commission meeting, which would be February 25. Commissioner Sackett seconded the motion.

Chair Berlant stated, there is a motion and a second. He asks if there is any discussion. I would state that we did some inquiry and we move it to that meeting to make a decision we are not running afoul of any 120 day rules or any or the other. So we are okay as long as we make the decision on that next meeting. The other Commissioners note they understand. Again Chair Berlant asks if there is any further discussion. Seeing none, he calls the vote.

MOTION

Commissioner Kellenbeck moved and Commissioner Sackett seconded a motion to continue until February 25, 2009. The motion passed unanimously.

ii. **08-40500007: Pervious Pavement Development Code Text Amendment**

Proposal: A Development Code text amendment to Articles 2, 12, and 25. The proposed amendments address garage/carport setback requirements, allowance for alternative surfacing materials in lieu of asphalt or concrete when approved by the City Engineer, parking space amendment, and the requirement to pave existing parking/maneuvering areas with land division applications.

Applicant: City of Grants Pass  
Planner: Jared Voice

Pgs. 25-36

Commissioner Kellenbeck stated, I would like to make a motion to continue the hearing to the same meeting.

Commissioner Sackett asks if it is important for this one to be at the same meeting. There is discussion about it not being to time certain if the meeting schedule was full.

Principal Planner Angeli-Paladino stated that the next meeting schedule was pretty open and continuing both to same date would make it so there were 3 items on the Agenda.

Commissioner Fitzgerald stated, if we run long we can just bump it.

Chair Berlant agreed, stating, since we have no other site plans or anything because there is nothing happening because development.

Commissioner Kellenbeck stated she will keep her motion as for February 25.

Chair Berlant notes there is a motion and a second. He asks for further discussion. Seeing none, he calls the vote.

MOTION

Commissioner Kellenbeck moved and Commissioner Sackett seconded a motion to continue until February 25, 2009. The motion passed unanimously.

6. CITIZEN INVOLVEMENT COMMITTEE:

a. Items from the Public: None.

7. ITEMS FROM STAFF: None.

8. ITEMS FROM COMMISSIONERS:

Commissioner Kellenbeck stated she got a text message saying the Commissioners are not getting to pull any strings to have seats saved for the City Council Public Safety Levy hearing occurring in Council Chambers at that time and that the audience is already full. So we'll all be standing outside.

Commissioner Fowler asked who was going to fill the vacant seat, if anyone knew.

Chair Berlant stated he had not heard on that. It is a County seat.

~~Principal Planner Angeli-Paladino stated they are working on it and thinks they have received some applications but haven't interviewed yet.~~

~~Commissioner Arthur asked if they had advertised it. Chair Berlant and Principal Planner Angeli-Paladino both state they have advertised for it.~~

~~Commissioner Sackett stated it was in the newspaper that Jocelyn Richardson was up for consideration.~~

~~Chair Berlant stated, so she applied but is not appointed yet.~~

~~Commissioner Fitzgerald stated there was another one they are trying to get in here that seemed like a very good candidate and had a lot of abilities and past skills.~~

~~Someone jokes, she agrees with you?~~

~~Commissioner Fitzgerald replied, if it's a she, she won't agree with me. (Laughter.)~~

9. ADJOURNMENT:

Seeing no further discussion, Chair Berlant adjourned the meeting at 7:07 pm.

Stacey Kallenbeck Yarnish      2-25-09  
Gary Berlant, Chair      Date  
Urban Area Planning Commission

These minutes were prepared by contract minute taker, Wendy Hain.



City Council Meeting  
May 20, 2009  
6:00 p.m.  
City Council Chambers

The Council of the City of Grants Pass met in regular session on the above date with Mayor Murphy presiding. The following Councilors were present: Cummings, Kangas, Renfro, Pell, Warren, Berger and Townes. Absent: Michelin. Also present and representing the City were City Manager Frasher, City Attorney Sniffen, Assistant City Manager Samson, Finance Director Reeves, Public Safety Director Henner, Community Development Director Huber, Parks and Community Services Director Seybold, Public Works Director Haugen, and Human Resource Coordinator Lange.

Mayor Murphy opened the meeting. The invocation was given by Keith Heck, followed by the flag salute.

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**PROCLAMATIONS:**

Public Works Week:

Whereas public works' services provided in our community are an integral part of our every day lives, and; whereas the support of an understanding and informed citizenry is vital to the efficient operation of public works systems and programs such as water treatment and distribution, waste water treatment, sewer collection, street maintenance, and storm water management, and; whereas the health, safety, and comfort of this community greatly depends on the facilities and services, and; whereas the quality and effectiveness of these facilities as well as their planning, design, and construction is vitally dependent upon the efforts and skill of the public works officials, and; whereas the efficiency of the qualified and dedicated personnel who staff the public works department is materially influenced by the people's attitude and understanding of the importance of the work that they perform, I, Michael Murphy, Mayor of Grants Pass, on behalf of the City Council, do proclaim May 17-23 as National Public Works Week.

Public Works Director Haugen accepts award and stated, thank you. Usually when we get no comments at all it means we are doing our job. So to get some thanks once in awhile is very much appreciated.

World Multiple Sclerosis (MS) Day:

Ms. Rowan asked those in the audience to buy some poppies they brought and while Ms. McLearn recited a poem, *Flanders Fields*, she collected donations.

Power of Purple:

Whereas there are approximately 213 cancer-related deaths in Josephine County every year, and; whereas there are approximately 465 citizens diagnosed with cancer-related illness in Josephine County every year, and; whereas there are thousands of citizens that have survived cancer-related illnesses in Josephine County, and; whereas there are many citizens that are caregivers to loved ones that are being treated for cancer-related illnesses, and; whereas there are thousands of citizens in Josephine County that selflessly volunteer their time and energy in raising money to find a cure for cancer, and; whereas all citizens need to be made aware of the great strides being made in research toward finding a cure for cancer in our lifetime, I, Michael Murphy, Mayor of Grants Pass, on behalf of the City Council, do proclaim May 30, 2009, as the Power of Purple Day in the City of Grants Pass, and encourage all citizens to join in this observance.

Mayor Murphy called forward a representative from the Relay for Life to accept the award, Denise Dillard. Ms. Dillard thanked the mayor on behalf of all those involved with the relay and asked everyone to come out to attend the Relay for Life event.

Mayor Murphy stated, lastly, a brief comment about the election last night. I want to join with the City Council in thanking everyone who participated in the election process. It's my honor to be the Mayor of Grants Pass, but I was never more proud to be the Mayor of Grants Pass than I was last night. Thank you.

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1. PUBLIC HEARING:

**a. An ordinance adopting a text amendment to Development Code standards for parking area surfacing and residential parking and miscellaneous housekeeping amendments.**

City Manager Frasher stated, at this time we will open the public hearing to consider an ordinance adopting a text amendment to the Development Code standards for parking area surfacing and residential parking and miscellaneous housekeeping amendments. City Manager Frasher asks if there is anyone present who wishes to challenge the authority of the Council to hear this matter. Seeing none, City Manager Frasher asked if there are any additional Council members who wish to abstain from participating in the hearing or declare a conflict or a potential conflict of interest. Seeing none, City Manager Frasher stated that in this hearing the decision of the Council will be based upon specific criteria and all testimony and evidence must be directed toward those

criteria. The criteria which apply in this case are noted in the Staff Report. If anyone would like a copy of the Staff Report, please write that in a note to me and one will be provided to you. It is important to remember that if you fail to raise an issue with enough detail to afford the Council and the parties an opportunity to respond to the issue, you will not be able to appeal to the Land Use Board of Appeals (LUBA) based on that issue. City Manager Frasher states the hearing will now proceed with a report from staff.

Community Development Director stated, good evening Mayor and members of the Council. You should be fairly familiar with this as we just had a workshop on this on Monday and this is the actually public hearing on it. There are 5 elements that we are proposing. The first one is to Section 25.031 of the Code and this would say that existing parking and maneuvering areas must be surfaced prior to final plat for all land divisions, and 25.0333 would allow alternative pervious surfacing material. Currently we allow concrete or asphalt and this would open it up to some other products. There are some others that are more of housekeeping in nature, Schedule 2-1 and then 12.153, section 1, are just to correct some cross references that are incorrect; 12.152 and 12.252 of the Code would just be certain that a garage or carport opening is setback 20 feet from the property line. Again, the purpose of that is just to make certain that when people park in their driveway their vehicle is on their lot and doesn't straddle the property line into the right of way, cross the sidewalk or into the street. Then the last one, 25.042 of the Code – and this is one you talked about and you might want to make a change to this – this is what we recommended and also the Planning Commission, that a minimum of 3 parking spaces are required for dwelling units that contain 5 or more bedrooms. The existing standard is simply a .75 times whatever number of bedrooms you have once you get beyond 4 bedrooms, so it would replace that standard. Just a little bit more about this -- the Planning division over the years has gotten more and more requests from people who want to use alternative materials to concrete and asphalt and you all have heard the term "sustainability" and now more and more things are coming out and different kinds of products are a little more environmentally friendly and allow -- actually they are more permeable, they allow water to percolate. So we would like to move in that direction. Right now, as I noted, we only allow asphalt or concrete and we would like to allow other materials upon approval by the City Engineer. He could look at it for things such as structural stability and make sure it wouldn't negatively impact the right of way, things wouldn't degrade and get tracked into the streets, for example. Then the land division paving amendment, the criterion for partitioning in 17.3126 actually says that "The plan [talking about the new partition plan] complies with applicable portions of the Comprehensive Plan, this Code, and State and Federal laws." So that's what you are supposed to do, bring your site into compliance with all applicable laws and codes. Then it goes on in 25.0333, that's where it says "All areas used for the standing and maneuvering of vehicles shall have durable and dustless surfaces composed of either

asphalt or concrete.” Again it says either asphalt or concrete and if you amend that then more choices would be available.

So what this amendment would do would specify that the surfaces that aren't paved at the time of plat would have to be brought into compliance and then it would apply exclusively to the existing driving or parking area that is to remain on the property. In other words, if you are dividing a lot into 2 or 3 and you propose to develop a home or something else on the newly created lot, that wouldn't have to be paved until you actually do the improvement to the development. The Article 12 amendment, I noted, we've got some situations in which corner lots have a setback of 20 feet on one side and a 10 foot setback on the other and if you actually put your carport, if you meet the minimum 10 foot setback on one of the side streets, to the side lot line, there is a potential that vehicles are going to hang out into the right of way and we have worked with people over the years and said they need to set the garage or carport 20 feet back, although technically the Code doesn't say that. So this specifies that there is a 20 foot setback for all garages and carports regardless of a 10 or 20 foot setback requirement. Then again, it just ensures adequate space between the right of way and room for parking. The next one, 25.042, this deals with how many parking spaces should be required in multi-family units. Currently, and maybe I didn't explain this on Monday very well, but currently the standard for a 3 and 4 bedroom units is 2 spaces so we are recommending, above that, at 5 and above we simply go to three spaces. What the Code right now says is .75 spaces times the number of bedrooms for 5 and more bedroom dwelling units, and then you do round up to the highest number. So under this requirement a 4 bedroom house would require 2 parking spaces and then if you want to make the change, and this we were a little concerned about, a 5 bedroom house would jump up to 4 spaces.

Just a little bit of background in terms of how the Code works – the requirements are based on the definitions of a residential dwelling unit, and that does limit – so this would apply to that – and it limits the occupancy to one family. Then there are different parking requirements for apartments, hotels, rooming and boarding houses, retirement residences, and manufactured dwelling parks. So again, this really only applies to single family houses. The Planning Commission thought you should only go to three spaces, even if you do have 5 or more bedrooms. What we've experienced is most new residential developments do exceed the number of off street parking spaces. Typically they build a 2-car garage and there are two spaces in the driveway, so actually you have four spaces available. We did look around a little bit to see what other communities are doing. They are usually expressed as a ratio, the parking requirements, as a ratio to how many spaces to number of units. Pretty common is to use the two off street spaces per unit. We looked at cities in southern Oregon, Ashland, Central Point, Klamath Falls, Medford, Roseburg, and then we looked at a couple of others like Albany, Bend, Corvallis, Lincoln City, Salem, and Springfield. So they have reduced the number of spaces than

we have. So we don't propose... We're really looking at a worst case scenario in that most people provide enough parking for what they think they need and they don't really exceed it to go 6 or 7 spaces, so we thought are we really looking at a worst case scenario or should we just try to hit the average. We think the text amendment will hit the average cases we are going to see. With that, the Planning Commission did look at this back on February 25 and they recommended approval. I also want to mention that the Findings address the applicable criteria for amending the Development Code. They are all found in the Staff Report in the Planning Commission Findings of Fact. So with that, we would recommend approval. I would be happy to answer any questions.

Councilor Pell stated, I have a quick question. I know you made this presentation the other day and I hadn't actually studied it before so I wasn't able to ask it, but on the permeable material, on page 12 down at the bottom where it says *Drainage*, "Adequate drainage shall be provided to dispose of the runoff generated by impervious surfaces..." So typically, do we look at that now or is this a standard that the new material will be held to that the existing materials are not held to?

Director Huber stated, the existing language, that #4 you are looking at on the bottom of page 12, that is existing language. Essentially when you develop a site you are responsible for your drainage. It really depends on... Most single family homes just have to prove to an approved location. When you get into commercial, they typically have to detain a certain amount on site. But that is existing language.

Councilor Pell stated, I didn't get that. I thought it was for the new material. Thank you.

Councilor Kangas stated, I asked the question too on page 10 here, I had a chance to look at it – on page 10, #10 – let me give you an example. Suppose an elderly person owned a lot and it could be divide, the back half and the back half went to another street – so they divide it and sell it, and it's developed on another street so why does the front half, the person who sold it, why do they have to pave their driveway?

Director Huber stated, like I said – the Code already says that when you are doing a development, and a partition is considered development, any land division is a development, one of the standards... One of the criterion says that it has to come into compliance with all applicable portions of the Comprehensive Plan, the Code, State statutes, and when you read the Code it talks about, "All areas used for the standing and maneuvering of vehicles shall have durable and dustless surfaces." So it's one of those things... We've actually talked with one of

the previous attorneys about this and he felt that, yes, you can apply the standard to require them to pave the driveway, although the Code does not specifically say that. So it's one of those things where the Code leads you in that direction but it's not specific. It's the whole premise of you are developing your property and as property develops you bring your lot into compliance with the Code.

Councilor Kangas stated, but you're not developing the property if you're selling.

Director Huber stated, but there's the fact of the division and division of land is classified as development. It's actually defined in the Code as a development. A subdivision is clearly development. A land division is much smaller scale but it's considered development because what was one lot is now two lots.

Councilor Kangas asked, this is not a gray area, this is specific now is that what you are saying, with this?

Director Huber stated, what I'm saying is it's not specific now and this would make it specific. It's in the Code but it's gray and you have to read different sections to get there and, frankly, not everyone agrees with it and they make the same point that it doesn't specifically say that. So we are saying, let's say it so that it's clear.

Mayor Murphy asked if there were further questions for Director Huber. Seeing none, he opened the item for public comment. Seeing none, he turned the item back over to Council for action, reminding the Council this is an ordinance.

#### ORDINANCE NO. 5489

Councilor Cummings moved that the Council adopt the ordinance be adopted by title only, first reading. The motion is seconded by Councilor Townes. The vote resulted as follows: "AYES": Kangas, Berger, Renfro, Cummings, Pell, Townes, and Warren. "NAYS": None. Abstain: None. Absent: Michelon. The motion has passed. The ordinance is read.

Councilor Cummings moved that the ordinance be read by title only, second reading. The motion is seconded by Councilor Townes. The vote resulted as follows: Kangas, Berger, Renfro, Cummings, Pell, Townes and Warren. "NAYS": None. Abstain: None. Absent: Michelon. The motion has passed. The ordinance is read.

Mayor Murphy asked if the ordinance should be adopted, signified by roll call vote as follows: Councilor Kangas - yes; Councilor Renfro - yes; Councilor Cummings - yes; Councilor Berger - yes. Councilor Pell - yes; Councilor Townes - yes; Councilor Michelon - absent; and Councilor Warren - yes.

Mayor Murphy declares Ordinance 5489 is unanimously adopted.

**b. Appeal of the Urban Area Planning Commission's Decision to approve Westlake Village Manufactured Home Park Major Site Plan Review.**

City Manager Frasher stated, at this time we will open the public hearing on the application filed for this motion this evening. We will begin the hearing with a Staff report followed by a presentation by the applicant, statements from persons in favor of the application, statements by persons in opposition to the application, and an opportunity for additional comments by the applicant and staff. Once that has occurred, the public comment portion will be closed and the matter will be discussed and acted upon by the Council. City Manager Frasher asks if there is anyone present who wishes to challenge the authority of the Council to hear this matter. Seeing none, City Manager Frasher asks if there are any Council members who wish to abstain from participating in the hearing or declare a conflict or a potential conflict of interest. Seeing none, are any Council members who wish to disclose discussions, contacts, or other ex parte information they have received prior to this meeting regarding the application. Seeing none, City Manager Frasher stated that in this hearing the decision of the Council will be based upon specific criteria which are set forth in the Development Code, all testimony which apply in this case are noted in the Staff Report. If anyone would like a copy of the Staff Report, please write that in a note to me and one will be provided to you. It is important to remember that if you fail to raise an issue with enough detail to afford the Council and the parties an opportunity to respond to the issue, you will not be able to appeal that issue to the Land Use Board of Appeals (LUBA) based on that issue. City Manager Frasher states the hearing will now proceed with a report from staff.

Director Huber stated, you have actually seen this several times and it has been on your agenda but it has been continued. It involves the Westlake Village appeal of the Major Site Plan decision. I would like to say up front, and I'll try to go through this quickly because I believe we've resolved all the issues and the owner and the Staff are in concurrence. It involves a Major Site Plan Review to add 18 manufactured housing units to an existing park along Lower River Road that has 75 spaces. There is also an extension, obviously, of utilities and access and things like that. There is a property line adjustment that goes along with it. This used to be called Rogue Lea Estates, you may be familiar with it. It's now called Westlake Village. It's along Lower River Road on the south side and it's right at the western edge of our Urban Growth Boundary -- that little land hook between those two lots shows the portion of the property that's going to be developed with the new 18 units. In this photo, again, those two lots are the site of the expansion. So the Planning Commission approved this back in November. There is a buffering requirement in our Development Code when you have something like this, a manufactured

## Pervious Pavement & Land Division Paving

### Development Code Text Amendment

May 20, 2009 City Council Hearing  
Presented By: James E. Huber

### Proposal summary:

- Amendments to Articles 2, 12, and 25.
  - **Section 25.031:** Existing parking and maneuvering areas must be surfaced prior to final plat for all land divisions.
  - **Section 25.033 (3):** Pervious surfacing materials allowed in lieu of asphalt or concrete, subject to City Engineer approval.

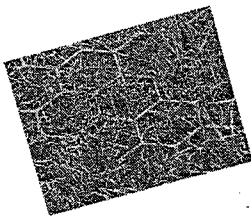
### Proposal summary (cont'd):

- Amendments to Articles 2, 12, and 25.
  - **Schedule 2-1 & Section 12.153(1):** Housekeeping amendments to correct section reference and schedule number.
  - **Sections 12.152 & 12.252:** Garage door / carport opening setback of 20 feet required in all residential front and exterior yards.
  - **Section 25.042:** Minimum of three (3) parking spaces required for dwelling units containing five or more bedrooms. Replaces existing standard of 0.75 spaces per bedroom for dwelling units with five or more bedrooms.

### Pervious Paving Amendment

- Planning Division has received increasing number of inquiries into the permissibility of "grasscrete", paved tire strips and other types of permeable surfacing for driveways and parking areas.
- Development Code currently requires asphalt or concrete for all driving and parking areas
- Proposal would allow pervious surfacing materials, subject to City Engineer approval.
  - Intention is to provide adequate flexibility within the Code to allow such materials where appropriate.

### Section 25.033 (3) Amendment (cont'd)



### Land Division Paving Amendment

- **Partition criterion 17.312 (6):** The plan complies with applicable portions of the Comprehensive Plan, this Code, and state and federal laws.
- **Section 25.033 (3):** All areas used for standing and maneuvering of vehicles shall have durable and dustless surfaces composed of either asphalt or concrete.
- Amendment would specify that said surfaces to be brought into compliance prior to final plat.
- Amendment applies exclusively to existing driving or parking areas to remain on the property as part of existing development.



### Article 12 Amendment

- In certain instances, a garage door or carport opening is permitted within 10 feet of the exterior property line.
- Amendment would require a 20-foot setback for all residential garages and carport openings.
- Amendment ensures adequate distance between garage / carport and street ROW for vehicle parking.
  - Prevents vehicles hanging over sidewalk and street

### Section 25.042 Amendment

- Development Code currently requires 2.00 parking spaces for 3 and 4 bedroom dwelling units, and 0.75 spaces per bedroom for 5 and more bedroom dwelling units.
  - Under this requirement, a 4 bedroom house requires 2 parking spaces, while a 5 bedroom house requires 4 parking spaces.
- Parking requirements are based on existing Code definition of Residential Dwelling Unit, which limits occupancy to one family.
- Separate parking requirements for "Apartment-hotel, rooming or boarding house", "Retirement residences", and "Manufactured dwelling park".

### Section 25.042 Amendment (continued)

- Amendment recommended by Planning Commission would require residential dwelling units containing 5 or more bedrooms to provide a minimum of 3 off-street parking spaces.
  - Original staff proposal was minimum of 2 off-street parking spaces for residential dwelling units containing 3 or more bedrooms.
- Most new residential developments exceed the minimum number of off-street parking spaces.
- Many communities require 2 parking spaces per single-family dwelling unit, regardless of the number of bedrooms.

\*Residential parking requirements are generally expressed as a ratio related to the number of dwelling units.

\*Most commonly, cities require a minimum of 2 off-street parking spaces per dwelling unit.

#### Southern Oregon

- Ashland
- Central Point
  - Spaces must be within garage or carport
- Klamath Falls
- Medford
- Roseburg

#### Other Oregon Cities

- Albany
- Bend
- Corvallis
- Lincoln City
- Salem
- Springfield

### Section 25.042 amendment (continued)

- MINIMUM parking requirement do not limit the number of space one may provide
  - No maximum provision is proposed
  - Average new home with two-car garage provides at least 4 parking spaces (2 in garage and 2 in driveway pad adjacent to garage)
- Should the minimum amount of parking required be enough to accommodate average or worst-case scenarios?
  - Enough residential parking for median number of vehicles owned per household (when half of all households own fewer vehicles)?
  - Enough church parking for Easter Sunday?

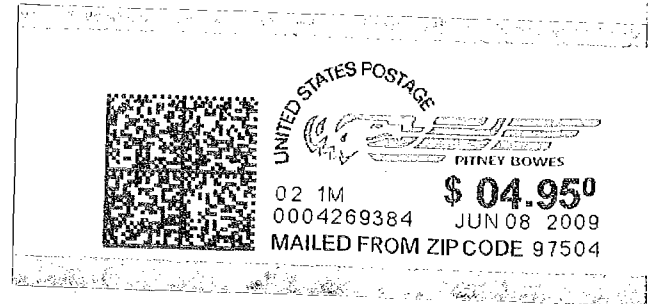
### Planning Commission Recommendation

- Planning Commission considered the proposal at a public hearing held February 25, 2009.
- Planning Commission recommend that City Council approve the proposed Development Code text amendment.

Questions?



PRIORITY



**City of Grants Pass**

101 Northwest A Street  
Grants Pass, OR 97526

**TO:** Attn: Plan Amendment Specialist  
Department of Land Conservation + Development  
635 Capital Street NE, Suite 150  
Salem, Oregon 97301-2540

PRIORITY

