



Oregon

Theodore R. Kulongoski, 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

March 13, 2008



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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Florence Plan Amendment
DLCD File Number 006-07

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: March 27, 2008

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. 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 THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE DATE SPECIFIED ABOVE.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Dave Perry, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner
Michelle Pezley, City Of Florence

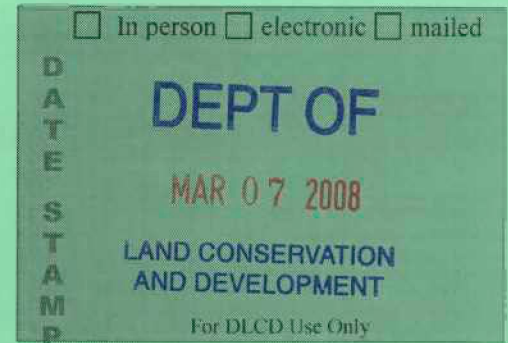
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FORM 2

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 Florence**

Local file number: **PC 07 33 TA 01**

Date of Adoption: **3/3/2008**

Date Mailed: **3/6/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 11/26/2007

☐ Comprehensive Plan Text Amendment

☐ Comprehensive Plan Map Amendment

☐ Land Use Regulation Amendment

☐ Zoning Map Amendment

☐ New Land Use Regulation

☒ Other: **Zoning Text Amendment**

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

The City adopted parts of the model code to the current parking code found in Florence City Code Title 10, Chapter 3. Lighting is scheduled to change next month.

Does the Adoption differ from proposal? Yes, Please explain below:

The text amendments that that City adopted took parts of the model code and incorporated those into the current parking code in FCC 10-3. The lighting section is scheduled to be amended next month.

Plan Map Changed from: **none**

to:

Zone Map Changed from: **none**

to:

Location: **City Limits of Florence**

Acres Involved:

Specify Density: Previous: **n/a**

New: **n/a**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<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 checked="" 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 # 006-07 (16547)

DLCD file No. _____

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

City of Florence

Local Contact: **Michelle Pezley**

Phone: **(541) 997-8237** Extension:

Address: **250 Highway 101 N.**

Fax Number: **541-997-4109**

City: **Florence**

Zip: **97439-**

E-mail Address:

michelle.pezley@ci.florence.or.us

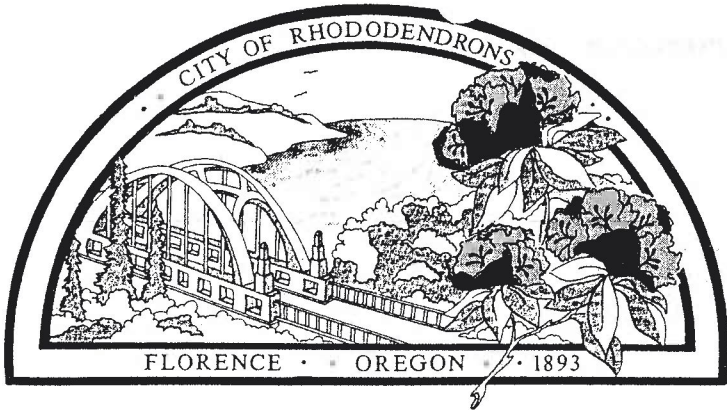
ADOPTION SUBMITTAL REQUIREMENTS

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.



City of Florence

Community Development Department
Planning, Building Inspection and Economic Development

250 Highway 101
Florence, OR 97439-7628
TDD: (541) 997-3437

PH: (541) 997-8237
PH: (541) 997-2053
FAX: (541) 997-4109

**NOTICE OF DECISION
CITY OF FLORENCE**

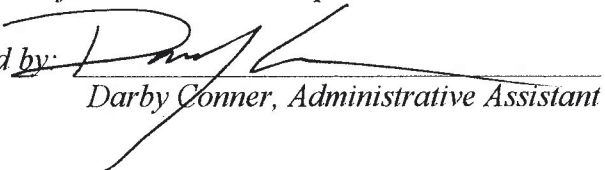
On February 19, 2008, the Florence City Council adopted **Ordinance No. 7, Series 2008**

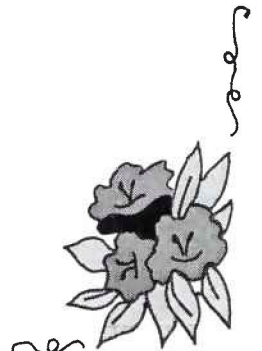
**IN THE MATTER OF AMENDING THE FLORENCE CITY CODE (FCC) TITLE 10,
CHAPTER 3: Off Street Parking and Loading.**

The text amendment to title 10, chapter 3: off-street parking and loading; and adopted findings may be viewed at the Florence City Hall, 250 Highway 101 in Florence, between the hours of 8:00 am and 3:00 pm, Monday thru Friday, excluding holidays.

If you wish to appeal the Council's decision, you must file a notice of intent to appeal to the Land Use Board of Appeals and the City of Florence within 21 days of the date of this notice. Please refer to Oregon Revised Statutes (ORS) 197.830-197.845 for specifics about the appeal process. If you have any questions, you may contact Sandra Belson, Community Development Director, at 541-997-8237.

This notice of decision will be deposited in the mail on March 6, 2008.

Certified by: 
Darby Conner, Administrative Assistant



AGENDA ITEM SUMMARY

ITEM NO: 4

FLORENCE CITY COUNCIL

Meeting Date: 03/03/08

Department: Community Development

ITEM TITLE: AMENDMENT TO TITLE 10, CHAPTER 3: PARKING

DISCUSSION/ISSUE:

The requested action is to amend the Florence City Code, Title 10 Chapter 3, Parking. The Planning Commission recommended adoption of the proposed amendments in Resolution PC 07 33 TA 01.

BACKGROUND:

In 2006, Planning Commission worked on amending the model code to fit the Florence needs. The Planning Commission decided that the model code was not working for the community. The Planning Commission is now updating individual chapters. The Planning Staff has given citizens the opportunity to apply for text amendments to the Florence City Code (FCC) in addition to the Planning Commission updates. Mr. Jim Mitchell has requested the City adopt the parking regulations from the model code as previously modified by the Planning Commission. The applicant owns Coastal Fitness and is working on a design for expanding his building. After reviewing the application, staff made recommendation to the Planning Commission to integrate sections of the model code with the current parking section. The Planning Commission held a public hearing on January 8, 2008. The Commissioners continued the Public Hearing to February 12, 2008, to be able to have a workshop on January 30th to review the staff recommendations and make changes. The Planning Commission made some changes and approved Resolution 07 33 TA 01, recommending that the City Council approve the attached Text Amendment and findings of fact.

DISCUSSION:

The proposed text amendment is summarized as follows:

- Reduces the amount of required parking for most uses.
- Deletes the need for requiring a traffic engineer to justify the shared parking option or off-site parking. Shared parking will still have to be approved by the City.
- Adds additional requirements for amount of bike parking needed for developments which is based on 10 percent of the required vehicle parking spaces.
- Includes federal requirements for accessible parking.
- Provides more detailed lighting standards for parking lots.
- Provides more options for parking lot surfaces and clarifies that driveways need to be paved for first fifty feet.
- Deletes provisions for compact spaces.
- Provides the Planning Commission an option to reduce the number of required parking spaces during design review.

The Planning Commission made a few changes to the minimum parking spaces required from the model code. The changes were to offices, retail sales and service, and churches. After the Planning Commission made their decision on March 12, 2008, the Siuslaw Valley Ministerial Association (representing six local churches) submitted support for one space for every 75 square feet of main assembly area as recommended by the model code. The Planning Commission decided to change the religious institutions and houses of worship minimum parking space to 50 square feet of worship space for one parking space. Staff believes that those Churches may not be in support of the small increase in parking requirements; however the proposed code does provide a decrease in required parking for churches from our current code, which requires 1 space for every 4 fixed seats or every 8 feet of religious assembly bench length or every 28 square feet of main assembly room (sanctuary) where no permanent seats or benches are maintained.

The Planning Commission also increased the required parking spaces for retail from what was recommended in the model code; however, compared to the current code, the change still provides a reduction to retail. Staff was asked to look at how the parking requirement for commercial would change the number of required parking spaces. The current code calculates floor area as net area, which excludes private office space, walk-in coolers, vent shafts, courtyards, stairwells, elevator shafts, restrooms, rooms designed and used for the purpose of storage and operation of maintenance equipment, and covered or enclosed loading docks. The proposed code calculates the floor area from outside walls or as gross floor area. The following chart shows a few examples:

Business:	Size sq. ft gross (net)	Current code (net)	New Code (gross)
St. Vincent de Paul	21,000 (10,334)	35*	42
Rid Aid	17,272 (14,400)	72	51
Krab Kettle	643 (60)	2	2**
Small Variety Retail	1,518 (1,418)	8	4

*St. Vincent de Paul retail store was reviewed as a special store which required 1 space per each 300 square feet of retail space, as shown in their approval (DRB 11-5-85). Had it been classified as a variety store, it would have required 52 parking spaces under the current code.

**based on size, the Krab Kettle would require one parking space; however, the Planning Commission places a minimum of two parking spaces.

FISCAL IMPACTS: There are no direct or indirect fiscal impacts anticipated.

ALTERNATIVES:

- 1 – Adopt the proposal by passing the Ordinance and attached findings as presented.
- 2 – Adopt the proposal with changes to the Ordinance and/or attached findings.

3 – Deny the proposal and direct staff to prepare an Ordinance for denial based on the staff's findings with or without modifications.

4 – Continue the public hearing or leave the record open to obtain more information.

PLANNING COMMISSION RECOMMENDATION: Adopt of the proposal as presented in Resolution PC 07 34 TA 02, which includes:

Exhibit A: Findings of Fact

Exhibit B: Proposed Chapter 3: Parking

CITY MANAGER'S RECOMMENDATION: Approve/Disapprove/Other



ATTACHMENTS:

Resolution PC 07 34 TA 02

Exhibits:

- A. Findings of Fact
- B. Proposed Chapter 3: Parking (not included here - it's included with ordinance)
- C. Application
- D. Model code submitted by Mr. Mitchell
- E. Email from Dave Perry to Sandra Belson on December 13, 2007
- F. Letter from Daniel B. Taylor dated December 21, 2007.
- G. Email from Gary Armstrong dated December 30, 2007.
- H. Letter from Oregon Pacific Banking Company dated December 26, 2007
- I. Letter from Bob Read received January 8, 2008
- J. Email from Teresa Bishow dated January 8, 2008
- K. The January 2008 Backgrounder from the Building Code Division
- L. Memo from Carl Dependal with a few examples of light standards for parking lots.
- M. Letter from Siuslaw Valley Ministerial Association
- N. Planning Commission minutes from January 30, 2008 work session

ITEMS UNDER SEPARATE COVER:

- 1. Ordinance Number 5, Series 2008
- 2. Exhibit A: Findings of Fact for Ordinance Number 7, Series 2008
- 3. Exhibit B: Title 10, Chapter 3: Parking

The preparation of this report was made possible in part through financial assistance provided by the Coastal Zone Management Act of 1972, as amended, administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration, through a grant to the Department of Land Conservation and Development.

**CITY OF FLORENCE
PLANNING COMMISSION**

RESOLUTION NO. PC 07 33 TA 1

IN THE MATTER OF A RECOMMENDATION FROM THE PLANNING COMMISSION TO THE CITY COUNCIL TO AMEND THE FLORENCE CITY CODE (FCC) TITLE 10 CHAPTER 3 PARKING TEXT.

WHEREAS, Jim Mitchell, the applicant, applied for a Text Amendment to modify Chapter 3: Parking to replace the current Parking Chapter with the model code that the Planning Commission began work on in 2006;

WHEREAS, the Planning Commission held a work session on January 30, 2008 to focus on the Parking changes that are proposed;

WHEREAS, the Planning Commission held a duly advertised public hearing on January 8, 2008 which was continued to February 12, 2008 in accordance with FCC 10-1-3 (C) to consider the legislative amendment and the City sent notice of the proposed code amendment to Department of Land, Conservation and Development on November 26, 2007, not less than 45 days prior to the first evidentiary hearing of January 12, 2008;

WHEREAS, the hearing was noticed in the Siuslaw News on December 19, December 22, and January 5, and notice was also mailed to all property owners within the Commercial District, Highway District, Old Town District, Marine District, Limited Industrial District, Waterfront Marine District, Professional Office/ Institutional, Main Street District, Pacific View Business Park, North Commercial District, Service Industrial District and Industrial Park District;

WHEREAS, the Planning Commission after considering the evidence in the record found the proposed Parking text amendment is consistent with applicable criteria in Florence Realization 2020 Comprehensive Plan;

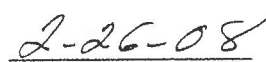
NOW THEREFORE BE IT RESOLVED that the Planning Commission recommends:

Section 1: Adoption of the Finding of Fact (Exhibit A);

Section 2: Repealing the existing Florence City Code, Title 10 Chapter 3 Parking and replacing it with the proposed amendments of Florence City Code Title 10 Chapter 3 (Exhibit B)

APPROVED BY THE FLORENCE PLANNING COMMISSION this 12th day of February, 2008.


DONNA LEE, Chairperson
Florence Planning Commission


DATE

**Exhibit A: Findings of Fact
FLORENCE COMMUNITY DEVELOPMENT DEPARTMENT
Planning Commission**

Public Hearing Date: January 8, 2008 continued to February 12, 2008
Planner: Michelle Pezley
Application: 07 33 TA 01 Mitchell

I. PROPOSAL DESCRIPTION

Proposal: The applicant requested a text amendment to change the current parking standards in our zoning code to the model code standards as reviewed by the Planning Commission during the code update process.

Applicant/Property Owner: Jim Mitchell

Notice: Notice was mailed to property owners within the Commercial District, Highway District, Old Town District, Marine District, Limited Industrial District, Waterfront Marine District, Professional Office/ Institutional, Main Street District, Pacific View Business Park, North Commercial District, Service Industrial District and Industrial Park District. Notice was also published in the Siuslaw News on December 19th, 22nd, and January 5th.

We have received the following written comments:

A letter of support from Daniel B. Taylor, owner of commercial building at Highway 101 and 126, stating support of 2 parking spaces per 1000 square feet of building area, proposed revision to the loading requirements, and supporting not have regulations governing Drive-through facilities.

Gary Armstrong encouraged the Planning Commission to consider deleting "lease" for off-site parking arrangement since lease can be terminated at any time.

Oregon Pacific Banking Company does not object to the proposed changes.

Bob Read, owner of the Edward Jones Investments building, had a few concerns about the proposed parking changes. They agree with keeping the changes only for new construction, enlargement or change in use, which also includes compact spaces. He also requested clarifying how the City would round fractions for parking requirements. He stated that his business at 1010 Hwy 101 uses on street parking and feels that in some cases on street parking should be allowed in areas. And finally, he supports shared parking agreements.

The preparation of this report was made possible in part through financial assistance provided by the Coastal Zone Management Act of 1972, as amended, administered by the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration, through a grant to the Department of Land Conservation and Development.

Teresa Bishow, of Arlie and Company, would like to see allowing on-street parking to count towards meeting parking requirements. She also stated, "we encourage the Planning Commission to consider an across the board 20% reduction in required parking where there is mix of uses and shared parking on the same development site – without extensive study.

II. NARRATIVE

Mr. Mitchell is planning an expansion of the Coastal Fitness Center and had been waiting for the updates to the code. Because the Planning Commission is no longer working on a comprehensive update of the code, the Planning Staff has given citizens the opportunity to apply for text amendments to the Florence City Code (FCC) in addition to the Planning Commission updates. Mr. Mitchell has submitted an application to have the city review Chapter 3: Parking.

In 2006, the Planning Commission began working on updating the City's zoning code to implement the Realization 2020 Comprehensive Plan and to address problems of the current code. The City had hired Scot Siegel, planning consultant to work the City in updating the zoning code and incorporate the State Model Code to fit Florence's needs.

The applicant owns property within the city and was supportive of the proposed model code. The proposed code changes requested by Mr. Mitchell are from the last draft of the model code that the Planning Commission reviewed.

Department of Land Conservation and Development (DLCD) has deemed that the Florence Realization 2020 Comprehensive plan is consistent with the Statewide Planning Goals. Therefore, staff has not used the Statewide Planning Goals as criteria.

Planning Staff and the Planning Commission have worked on combining the model code, which was proposed for changes, and combined the code with the current parking chapter (see Exhibit B).

The proposed text amendment is summarized as follows:

- Reduces the amount of required parking for most uses.
- Deletes the need for requiring a traffic engineer to justify the shared parking option or off-site parking. Shared parking will still have to be approved by the City.
- Adds additional requirements for amount of bike parking needed for developments.
- Provides provisions for accessible parking.
- Provides more detailed lighting standards for parking lots.

- Provides more options for surfaces and clarifies that driveways need to be paved for first fifty feet.
- Deletes provisions for compact spaces.
- Does not provide parking area improvement standards.
- Provides the Planning Commission an option to reduce parking during design review.

III. REFERRALS

Notice of the proposed Text Amendment was sent to Department of Land, Conservation and Development (DLCD) on November 26, 2007, not less than 45 days prior to the proposed first evidentiary hearing of January 8, 2008, as required by state law. On December 13, 2007, Dave Perry from DLCD commented that the proposal is consistent with the Model Code for Small Cities. He also shared that he conferred with Steve Oulman, from Transportation Growth Management (TGM). Mr. Oulman did not recommend requiring minimum parking standard for residential development (see Exhibit E). These amendments do not include changes to the residential portion at this time, and therefore, we can be comfortable knowing that DLCD is supportive of the changes to the commercial and industrial parking requirements.

On December 28, 2007, Dave Perry forwarded comments from Bill Holmstrom, a Transportation Planner with the Transportation & Growth Management Program. He stated that he, "think(s) the Florence proposal to adopt parking standards from the Model Code is great. However, there are a number of references to other parts of the Model Code within the text. Without adopting those standards as well, or at least modifying the references to align with the remainder of Florence's code, I'm afraid that much of the new standards may not make sense."

Referrals were also emailed to Florence Police Department, Lane County Land Management, Lane County Land Management, Lane County Transportation, Public Works, Oregon Department of Transportation, Florence Code Enforcement, Florence Building Department, Siuslaw Valley Fire & Rescue, Florence Area Chamber of Commerce, Urban Renewal Advisory Committee, and Urban Renewal Agency. No other referrals were received.

IV. APPLICABLE REVIEW CRITERIA

Realization 2020 Florence Comprehensive Plan

Chapter 1: Citizen Involvement

Chapter 2: Land Use

Chapter 12: Transportation

V. FINDINGS

The criteria are listed on bold followed by the findings of fact.

Realization 2020 Florence Comprehensive Plan

PLAN ADOPTION, AMENDMENTS, REVIEW AND IMPLEMENTATION

Implementation of the Plan takes many forms. The most obvious are zoning, subdivision, design review, and special land use ordinances. These ordinances must conform to the Plan. (p. 3)

The following findings will demonstrate the how the proposed changes do conform to the Plan.

Chapter 1: Citizen Involvement

Goal: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The proposal meets this goal because a citizen in the community initiated this text change, which started the planning process. There will be two public hearings as well at which citizens have the opportunity to be involved with the process. Notices were mailed to the property owners from within the following districts: Commercial District, Highway District, Old Town District, Marine District, Limited Industrial District, Waterfront Marine District, Professional Office/ Institutional, Main Street District, Pacific View Business Park, North Commercial District, Service Industrial District and Industrial Park District. Notices were also published in the Siuslaw News on December 19th, 22nd, and January 5th.

Policy 4: Official City meetings shall be well publicized and held at regular times. Agendas will provide the opportunity for citizen comment.

Notice of the public hearing for this land use decision was published in the Siuslaw News December 19th, 22nd, and January 5th. Notices of the public hearing were also mailed to property owners in all the non-residential districts as listed above. The agenda packets were on the city's website and available for review at City Hall.

Chapter 2: Land Use

Policy 1: Designation and location of land uses shall be made based on an analysis of documented need for land uses of various types, physical suitability of the lands for the uses proposed, adequacy of existing or planned public facilities and the existing or planned transportation network to serve the proposed land use, and potential impact on environmental, economic, and social and energy factors.

The proposed text amendment reduces the amount of parking for most uses. The reduction of a parking lot will reduce the amount of impervious surface, which also reduces the potential of environmental impacts. The proposed text amendment also provides a list of pervious surfaces which will also reduce storm water run off from a parking lot. Also, the proposed text amendments encourage more shared parking than the current parking code. This approach will encourage people to park in one location and walk to multiple locations in the area which will reduce the energy used motor vehicles.

Commercial Policy 3: The City shall promote the efficient use of available lands for designated for establishment of commercial uses.

The proposed parking amendments will reduce the amount of required parking for most uses, as stated above. It also provides the applicant an opportunity to request a reduction in number parking spaces during design review. These changes will give commercial development the ability to use their land more efficiently.

Chapter 12: Transportation

Goal: To provide for adequate parking facilities in conjunction with other transportation facilities, as appropriate.

Policy 1: On-site parking for motor vehicles shall continue to be provided, unless another adopted City plan expressly provides otherwise.

The model code allows for on-street parking to be counted toward the required parking spaces. It also allows for off-site parking. Planning Commission does not recommend either of these options to be used city-wide as they do not conform to this policy.

The exception is in the Downtown Area for which the City has adopted the Downtown Implementation Plan which is discussed relative to the next policy.

Policy 2: The policies and direction of Downtown Implementation Plan regarding the provision of on-street parking shall be implemented.

Downtown Implementation Plan does provide policies and direction for the on-street parking. It states "stripe on-street parking spaces on Highway 101" on page 6 and 18. On page 9, the plan encourages on street parking on Highway 101 between 1st and 8th Streets. Objective 7 of the Downtown Implementation Plan is "to develop safe, convenient and attractive public parking areas to accommodate visitors and residents accessing the downtown from Highway 101 and adjacent neighborhoods." Within the Mainstreet District, it encourages on-street and shared parking to reduce on-site parking needs (p. 4). In the Downtown Green/Mainstreet area, it is recommended to reduce on-site parking requirements to encourage infill development (p. 9). A project task identified in that Downtown Implementation Plan is to adopt revised parking ratio standards to ensure a sufficient, but not excessive supply to parking for customers and employees (p. 17). Thus, in the zoning districts that implement the Downtown Plan Designation, there could be provisions that allow for required to be met by on-street parking and shared parking arrangements.

Policy 3: Appropriate bicycle parking facilities shall be provided at places of employment, at business and at public buildings.

The new code regulates the amount of bicycle parking needed for different uses, with a minimum of two spaces.

VI. CONCLUSION

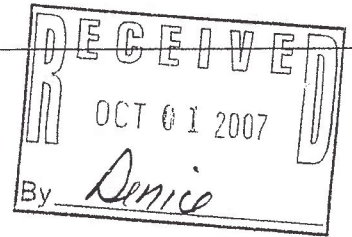
The proposed text amendment is consistent with the applicable criteria in Realization 2020 Florence Comprehensive Plan

APPROVED BY THE FLORENCE PLANNING COMMISSION, this 12th day of February 2008.

VII. EXHIBITS

- B. Proposed Parking Code
- C. Application
- D. Model code submitted by Mr. Mitchell
- E. Email from Dave Perry to Sandra Belson on December 13, 2007
- F. Letter from Daniel B. Taylor dated December 21, 2007.
- G. Email from Gary Armstrong dated December 30, 2007.
- H. Letter from Oregon Pacific Banking Company dated December 26, 2007
- I. Letter from Bob Read received January 8, 2008
- J. Email from Teresa Bishow dated January 8, 2008
- K. The January 2008 Backgrounder from the Building Code Division
- L. Memo from Carl Dependal with a few examples of light standards for parking lots.
- M. Truckee Meadows Regional Storm Water Quality Management Program Draft Low Impact Development Handbook, August 2005, Section 3.2.

CITY OF FLORENCE
LAND USE APPLICATION
Community Development Department
250 Highway 101, Florence, OR 97439
(541) 997-8237 voice (541) 997-4106 fax



TYPE OF REQUEST

- ☐ Minor Design Review (DR)
(less than 10,000 sq ft)
- ☐ Major Design Review (DR)
(more than 10,000 sq ft)
- ☐ Modification to approved plan
- ☐ Planned Unit Development (PUD)
- ☐ Conditional Use Permit (CUP)
- ☐ Subdivision (SUB)
- ☐ Zone Change (ZC)
- ☐ Comprehensive Plan
Amendment (CPA)
- ☐ Administrative Review (AR)
- ☒ Other: *Code Change*

APPLICANT INFORMATION

Name: JAMES A. MITCHELL Phone: 541-997-2713
E-Mail Address: jmitchel@oregonfast.net Cell Phone: 541-997-6432
Address: 83437 Hwy 101 FLORENCE, OR 97439
Signature: James A Mitchell Date: 9/24/07
Applicant's Representative (if any) _____

PROPERTY OWNER INFORMATION

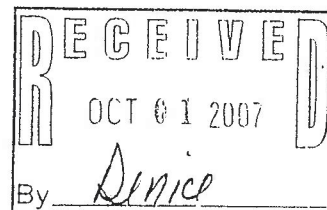
Name: _____ Phone: _____
E-Mail Address: _____ Cell Phone: _____
Address: _____
Signature: _____ Date: _____
Applicant's Representative (if any) _____
If applicant and property owner are not the same, either sign or submit a letter of authorization to allow the applicant to act as agent for the property owner.

PROPERTY DESCRIPTION

Property Address: 2285 Hwy 101
General Location (Example: southwest corner of Second St and Hwy 101) Northern half of
block north of 22nd St. and W. of Hwy 101
Map and Tax Lot Number: 1812233301308 Lot Size _____
Zoning Designation: Commercial

CONTINUED ON NEXT PAGE

EXHIBIT "C"



• 2285 HWY 101 • FLORENCE, OREGON 97439 • (541) 997-8086 •

Dear City of Florence,

1 October 2007

This letter is to inform you of our intent to change the existing code regarding required parking in Florence.

According to our counting we have 143 spaces to accommodate the parking needs of the Coastal Fitness Plaza and the St. Vincent DePaul thrift store. The City has informed us that the current trend in city planning is to reduce the amount of required parking and to minimize the sprawling unused parking lots within the city limits. This trend is reflected in the "draft development code proposal" that is currently being considered by city officials. It is our request that the City address and adopt the proposed code parking changes.

We have further been counseled by City staff that the Planning Commission and the City Council have been methodically reviewing and adopting the draft development code changes. It is our desire to ask the city to address this item sooner than was previously planned. We have paid the \$1500 fee for this early consideration. We are anxious to begin our project, but need to make sure we are in alignment with city requirements before we proceed. Thank you for your timely action in this matter.

Sincerely yours,

A handwritten signature in black ink that reads "Jim Mitchell". The signature is written in a cursive, flowing style.

Jim Mitchell
President, Coastal Fitness, Inc.

To Whom it May Concern:

15 October 2007

It is our intent to change the city code regarding parking regulations. Upon review of the comprehensive plan, there is little mention of parking regulations. In Chapter 2, land use discussions do not specifically address parking issues. In Chapter 12 of the Comprehensive Plan we find the primary comments regarding parking: The stated goal reads: "To provide for adequate parking facilities in conjunction with other transportation facilities, as appropriate." The policies pertaining to this stated goal are as follows:

1. On-site parking for motor vehicles shall continue to be provided, unless another adopted City plan expressly provides otherwise.
2. The policies and direction of Downtown Implementation Plan regarding the provision of on-street parking shall be implemented.
3. Appropriate bicycle parking facilities shall be provided at places of employment, at public buildings.

(Page 122, Comprehensive Plan)

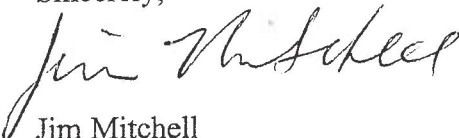
One other mention of parking is found in Chapter 12 on page 134. It reads, "... parking lots now located in the front yards of buildings should be relocated to the side and rear of the lots as properties redevelop, and the frontages improved with increased landscaping."

This statement suggests the notion that parking is not to be the focus of the business landscape but is to be minimized. This direction is indicated in the "City of Florence Developmental Code."

It is our proposal that the City of Florence adopt Chapter 3.3 found in the Developmental Code as the new parking code to replace Chapter 3, Title 10 in the existing code. Chapter 3.3 of the Developmental Code is attached as Exhibit A.

If there are any questions, please contact me at 541-997-8086. Thank you for your consideration.

Sincerely,


Jim Mitchell



Chapter 3.3 — Parking and Loading

Model Code

Sections:

- 3.3.100 Purpose
- 3.3.200 Applicability
- 3.3.300 Automobile Parking Standards
- 3.3.400 Bicycle Parking Standards
- 3.3.500 Loading

Background: The minimum parking standards in Chapter 3.3 balance parking demand with community goals for land use efficiency and resource conservation. Excessive surface parking consumes land that could otherwise be used for employment or housing. It also increases reliance on the automobile by spreading uses apart, and it contributes to storm water runoff and water quality problems. The draft code is designed to minimize these effects while being flexible. This chapter provides a basic set of parking standards and encourages reductions in required parking when requested by applicants through individual or case-by-case determinations of parking need for specific uses. The code also encourages shared parking where two or more businesses with different peak customer hours can agree to pool their parking. The parking standards are intended to be used in conjunction with the building orientation standards in Article 2, the pedestrian and vehicle circulation standards in Chapter 3.1, and the landscape provisions in Chapter 3.2.

3.3.100 Purpose

The purpose of Chapter 3.3 is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the economic viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. Because vehicle parking facilities occupy large amounts of land, they must be planned and designed carefully to use the land efficiently, minimize stormwater runoff, and maintain the visual character of the community. This Chapter recognizes that each development has unique parking needs and provides a flexible approach for determining parking space requirements (i.e., “minimum” and “performance-based” standards). This Chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

3.3.200 Applicability.

All developments subject to site design review (Chapter 4.2), including development of parking facilities, shall comply with the provisions of this Chapter.

3.3.300 Automobile Parking Standards.

Background: Parking requirements can vary widely from community to community. Local standards are often based on outdated studies and national surveys and do not adequately address local conditions, resulting in excessive parking requirements. Requiring too much parking can have the unintended consequence of increasing housing costs, discouraging (or endangering) pedestrians, and squelching downtown or main street development. For these reasons draft code requires minimal parking and encourages flexibility in determining parking needs for individual uses. The code also encourages flexibility in where parking is located (e.g., parking lots, garages, in bays along driveways, shared parking, and designated on-street parking), provided that it meets minimum dimensional standards.

For more information on parking standards, please see Donald Shoupe's book, "The High Cost of Free Parking," or the following articles and resources: Governing Magazine, June 2005 (<http://66.23.131.98/archive/2005/jun/assess.txt>), Planning Magazine, May 2005 (www.planning.org/planning/member/2005may/parking.htm), and Victoria Transportation Policy Institute (www.vtpi.org/ldm/index.php#parking).

Cross-Reference: The parking standards in Section 3.3.300 are organized using the same land use categories as in Article 2. For specific examples of land uses under each category, please refer to Chapter 1.4.

A. Vehicle Parking - Minimum Standards by Use. The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 3.3.300A, or alternatively, through a separate parking demand analysis prepared by the applicant and subject to a Type II Land Use Review (or Type III review if the request is part of an application that is already subject to Type III review). Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described above. Parking that counts toward the minimum requirement is parking in garages, carports, parking lots, bays along driveways, shared parking, and designated on-street parking. In recognition that downtown is the most compact and walkable part of Florence, there are no minimum off-street parking requirements in the Old Town (OT) District.

Table 3.3.300A – Minimum Required Parking by Use

Use Categories (Examples of uses are in Chapter 1.4; definitions are in Chapter 1.3.)	Minimum Parking per Land Use (fractions rounded down to the closest whole number)
Residential Categories	
Household Living	
Accessory Dwelling	None
Single Family Dwelling, including attached and detached dwellings and manufactured homes	2 spaces per dwelling unit (RV and boat parking, if unenclosed, shall be screened with a fence and/or sight-obscuring landscaping)
Duplex	3 spaces per duplex

Deleted: None, except attached dwellings shall conform to the parking requirements for multifamily uses

3.3.300 – Automobile Parking Standards

Use Categories (Examples of uses are in Chapter 1.4; definitions are in Chapter 1.3.)	Minimum Parking per Land Use (fractions rounded down to the closest whole number)
Multifamily	1 space per studio or 1-bedroom unit 1.5 spaces/unit per 2-bedroom unit 2 spaces/unit per 3-bedroom or larger unit
Group Living, such as nursing or convalescent homes, rest homes, assisted living, congregate care, and similar special needs housing	0.5 space per 4 bedrooms
Commercial Categories	
Drive-Up/Drive-In/Drive-Through (drive-up windows, kiosks, ATM's, similar uses/facilities), per Section 2.3.190	No requirement. See Section 2.3.190 for queuing area requirements
Bed and Breakfast Inn	1 space per bedroom
Educational Services, not a school (e.g., tutoring or similar services)	2 space per 1,000 sq. ft. floor area
Entertainment, Major Event	per CU review (Chapter 4.4)
Offices	2 spaces per 1,000 sq. ft. floor area
Outdoor Recreation, Commercial	per CU review (Chapter 4.4)
Parking Lot (when not an accessory use)	per CU review (Chapter 4.4)
Quick Vehicle Servicing or Vehicle Repair. (See also Drive-Up/Drive-In/Drive-Through Uses, per Section 2.3.190)	2 spaces, or per CU review (Chapter 4.4)
Retail Sales and Service (See also Drive-Up Uses)	<u>Retail</u> : 2 spaces per 1,000 sq. ft., except bulk retail (e.g., auto, boat, trailers, nurseries, lumber and construction materials, furniture, appliances, and similar sales) 1 per 1,000 sq. ft.
	<u>Restaurants and Bars</u> : 8 spaces per 1,000 sq. ft. floor area
	<u>Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys)</u> : 3 space per 1,000 sq. ft.
	<u>Lodging (hotels, motels, inns)</u> , (see also Bed and Breakfast Inns): 0.75 per rentable room; for associated uses, such as restaurants, entertainment uses, and bars, see above
	Theaters and Cinemas: 1 per 6 seats

3.3.300 – Automobile Parking Standards

Use Categories (Examples of uses are in Chapter 1.4, definitions are in Chapter 1.3.)	Minimum Parking per Land Use (fractions rounded down to the closest whole number)
Self-Service Storage	No standard
Industrial Categories	
Industrial Service (See also Drive-Up Uses)	1 space per 1,000 sq. ft. of floor area
Manufacturing and Production	1 space per 1,000 sq. ft. of floor area
Warehouse and Freight Movement	0.5 space per 1,000 sq. ft. of floor area
Waste-Related	per CU review (Chapter 4.4)
Wholesale Sales <ul style="list-style-type: none"> - fully enclosed - not enclosed 	1 space per 1,000 sq. ft. per CU review (Chapter 4.4)
Institutional Categories	
Basic Utilities	None
Colleges	per CU review (Chapter 4.4)
Community Service	1 space per 200 sq. ft. of floor area
Daycare, adult or child day care; does not include Family Daycare (12 or fewer children) under ORS 657A.250	1 space per 500 sq. ft. of floor area
Parks and Open Space	Determined per CU review (Chapter 4.4) for active recreation areas, or no standard
Religious Institutions and Houses of Worship	1 space per 75 sq. ft. of main assembly area; or per CU review, as applicable
Schools	<u>Grade, elementary, middle, junior high schools:</u> 1 space per classroom, or per CU review (Chapter 4.4)
	<u>High schools:</u> 7 per classroom, or per CU review (Chapter 4.4)

3.3.300 – Automobile Parking Standards

Use Categories (Examples of uses are in Chapter 1.4; definitions are in Chapter 1.3)	Minimum Parking per Land Use (fractions rounded down to the closest whole number)
Other Categories	
Accessory Uses (with a permitted use)	No standard, except some uses may be required to provide parking under the minimum standards for primary uses, as determined by the decision body through Land Use Review, Conditional Use Permit review, or Site Design Review.
Agriculture – Animals	None, or per CU review (Chapter 4.4)
Agriculture – Nurseries and similar horticulture	See Retail Sales and Wholesale, as applicable
Radio Frequency Transmission Facilities	None
Rail Lines and Utility Corridors, except those existing prior to effective date of Development Code are allowed.	None
Temporary Uses (limited to "P" and "CU" uses), per Section 4.9.100.	As determined per Section 4.9.100
Transportation Facilities (operation, maintenance, preservation, and construction [in accordance with the City's Transportation System Plan])	None

B. Vehicle Parking - Minimum Accessible Parking

1. Accessible parking shall be provided for all uses in accordance the standards in Table 3.3.300B; parking spaces used to meet the standards in Table 3.3.300B shall be counted toward meeting off-street parking requirements in Table 3.3.300A;
2. Such parking shall be located in close proximity to building entrances and shall be designed to permit occupants of vehicles to reach the entrance on an unobstructed path or walkway;
3. Accessible spaces shall be grouped in pairs where possible;
4. Where covered parking is provided, covered accessible spaces shall be provided in the same ratio as covered non-accessible spaces;
5. Required accessible parking spaces shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities; signs shall be posted directly in front of the parking space at a height of no less than 42 inches and

no more than 72 inches above pavement level. Van spaces shall be specifically identified as such.

Table 3.3.300B - Minimum Number of Accessible Parking Spaces			
Source: ADA Standards for Accessible Design 4.1.2(5)			
Total Number of Parking Spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (with 60" access aisle, or 96" aisle for vans*)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
	Column A		
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A**	7/8 of Column A***
1001	20 plus 1 for each 100 over 1000	1/8 of Column A**	7/8 of Column A***
*vans and cars may share access aisles			
**one out of every 8 accessible spaces			
***7 out of every 8 accessible parking spaces			

C. On-Street Parking. On-street parking shall conform to the following standards:

1. Dimensions. The following constitutes one on-street parking space:
 - a. Parallel parking, each twenty-two (22) feet of uninterrupted curb;
 - b. diagonal (45-60 degree) parking, each with twelve (12) feet of curb;
 - c. 90-degree (perpendicular) parking, each with twelve (12) feet of curb.
2. Location. Parking may be counted toward the minimum standards in Table 3.3.300A when it is on the block face abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and its must not violate any law or street standard.
3. Public Use Required for Credit. On-street parking spaces counted toward meeting the parking requirements of a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or other actions that limit general public use of on-street spaces are prohibited.

D. Shared parking. Required parking facilities for two (2) or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the

owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. The City may approve owner requests for shared parking through Land Use Review.

E. Off-site parking. Except for single-family dwellings, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within 500 feet of the use it serves and the City has approved the off-site parking through Land Use Review. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.

F. General Parking Standards.

1. Location. Parking is allowed only on streets, within garages, carports, and other structures, or on driveways or parking lots that have been developed in conformance with this code. Article 2, Land Use Districts, prescribes parking location for some land uses (e.g., the requirement that parking for some multiple family and commercial developments be located to side or rear of buildings), and Chapter 3.1, Access and Circulation, provides design standards for driveways. Street parking spaces shall not include space in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pedestrian accessway, landscape, or other undesignated area.
2. Mixed uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). The City may reduce the total parking required accordingly through Land Use Review.
4. Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers, and/or employees. Signs shall conform to the standards of Chapter 3.9.
5. Lighting. Parking areas shall have lighting to provide at least two (2) foot-candles of illumination over parking spaces and walkways. Light standards shall be directed downward only and shielded to prevent lighting spillover into any adjacent residential district or use.
6. Screening of Parking Areas. Parking spaces shall be located or screened so that headlights do not shine onto adjacent residential uses, per Section 3.2.300E.

G. Parking Stall Design and Minimum Dimensions. All off-street parking spaces shall be improved to conform to City standards for surfacing, stormwater management, and striping. Standard parking spaces shall conform to the following standards and the dimensions in Figures 3.3.300F(1) through (3), and Table 3.3.300F:

1. Motor vehicle parking spaces shall measure eight (8) feet six (6) inches wide by eighteen (18) feet long or by sixteen (16) feet long, with not more than a two (2) foot overhang when allowed;
2. All parallel motor vehicle parking spaces shall measure eight (8) feet six (6) inches by twenty-two (22) feet;
3. Parking area layout shall conform to the dimensions in Figure 3.3.300F(1) and (2), and Table 3.3.300F, below;
4. Parking areas shall conform to Americans With Disabilities Act (ADA) standards for parking spaces (dimensions, van accessible parking spaces, etc.). Parking structure vertical clearance, van accessible parking spaces, should refer to Federal ADA guidelines; and
5. Bicycle parking shall be on a two (2) feet by six (6) feet minimum concrete pad per bike, or within a garage or patio of residential use.

Figure 3.3.300F(1) - Parking Area Layout

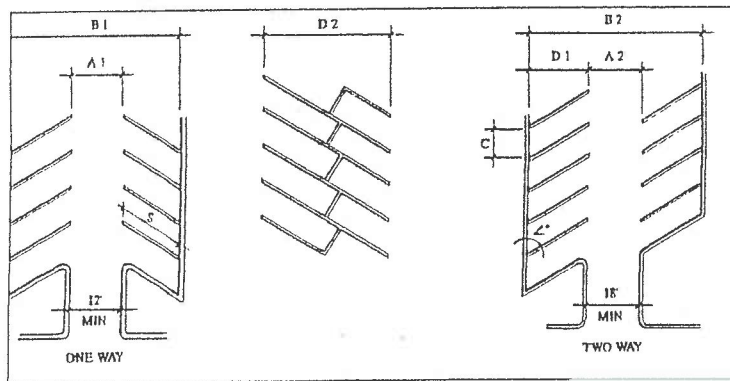


Figure 3.3.300.F(2) Disabled Person Parking Requirements

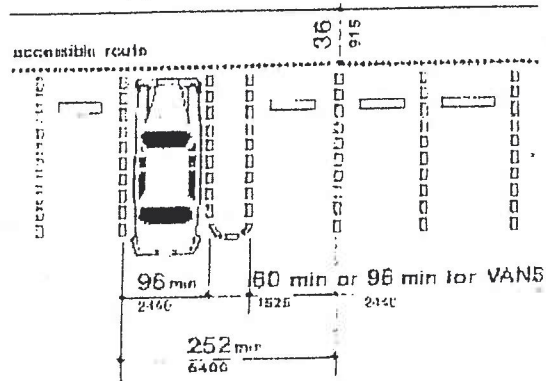


Table 3.3.300F - Parking Area Layout

	PARKING ANGLE °	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
			SINGLE D1	DOUBLE D2	ONE WAY A1	TWO WAY A2	ONE WAY B1	TWO WAY B2	
Standard Space (See Figure 3.3.300F(3) for ADA space requirements)	90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
	60°	10'	20'	40'	17'	18'	57'	58'	23'
	45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
	30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
	0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

Important cross-references:

See also, Article 2, Land Use District standards, for parking location requirements for some multifamily and commercial land uses; Chapter 3.1, Access and Circulation, for driveway standards; and Chapter 3.2, Landscaping.

3.3.400 Bicycle Parking Requirements

Background: Section 3.3.400 implements part of the Transportation Planning Rule pertaining to bicycle parking. (OAR 660-012-0045)

All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the standards in Table 3.3.400, and subsections A-H, below.

A. Minimum Required Bicycle Parking Spaces. Uses shall provide long- and short-term bicycle parking spaces, as designated in Table 3.3.400. Where two options are provided (e.g., 2 spaces, or 1 per 8 bedrooms), the option resulting in more bicycle parking is used.

Table 3.3.400 Minimum Required Bicycle Parking Spaces			
Use Categories	Specific Uses	Long-term Spaces (covered or enclosed)	Short-term Spaces (near building entry)
Residential Categories			
Household Living	Multifamily	1 per 4 units	2, or 1 per 20 units
Group Living		2, or 1 per 20 bedrooms	None
	Dormitory	1 per 8 bedrooms	None
Commercial Categories			
Retail Sales And Service		2, or 1 per 12,000 sq. ft. of floor area	2, or 1 per 5,000 sq. ft. of floor area
	Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms
Office		2, or 1 per 10,000 sq. ft. of floor area	2, or 1 per 40,000 sq. ft. of floor area
Commercial Outdoor Recreation		8, or 1 per 20 auto spaces	None
Major Event Entertainment		8, or 1 per 40 seats or per CU review	None
Industrial Categories			
Manufacturing And Production		2, or 1 per 15,000 sq. ft. of floor area	None
Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of floor area	None
Institutional Categories			
Basic Utilities	Bus transit center	8	None
Community Service		2, or 1 per 10,000 sq. ft. of floor area	2, or 1 per 10,000 sq. ft. of floor area
	Park and ride	8, or 5 per acre	None
Parks (active recreation areas only)		None	8, or per CU review
Schools	Grades 2-5	1 per classroom, or per CU review	1 per classroom, or per CU review
	Grades 6-12	2 per classroom, or per CU review	4 per school, or per CU review

Table 3.3.400
Minimum Required Bicycle Parking Spaces

Use Categories	Specific Uses	Long-term Spaces (covered or enclosed)	Short-term Spaces (near building entry)
Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU review	2, or 1 per 10,000 sq. ft. of net building area, or per CU review
Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU review	2, or 1 per 40,000 sq. ft. of net building area, or per CU review
Religious Institutions and Places of Worship		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area
Daycare		2, or 1 per 10,000 sq. ft. of net building area	None
Other Categories			
Other Categories	Determined through Land Use Review, Site Design Review, or CU Review, as applicable		

- B. Exemptions.** This Section does not apply to single-family and two-family housing (attached, detached, or manufactured housing), home occupations, agriculture and livestock uses.
- C. Location and Design.** Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or fifty (50) feet, whichever is less. Long-term (i.e., covered) bicycle parking should be incorporated whenever possible into building design. Short-term bicycle parking, when allowed within a public right-of-way, should be coordinated with the design of street furniture, as applicable.
- D. Visibility and Security.** Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage;
- E. Options for Storage.** Long-term bicycle parking requirements for multiple family uses and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building;
- F. Lighting.** For security, bicycle parking shall be at least as well lit as vehicle parking..
- G. Reserved Areas.** Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
- H. Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards (Chapter 3.1, Access and Circulation).

3.3.400 Loading Areas.

Background: The Loading Area provisions are typical of those found in other communities, except that subsection E allows for the use of a street right-of-way loading area under certain conditions. This exception is meant to conserve land for employment uses, particularly in the downtown. If this section is approved, it will need to be reconciled with Chapter 3.1, which prohibits vehicles backing onto a public right-of-way (except single family uses).

- A. Purpose.** The purpose of this section of the Code is to provide standards (1) for a minimum number of off-street loading spaces that will ensure adequate loading areas for large uses and developments, and (2) to ensure that the appearance of loading areas is consistent with that of parking areas.
- B. Applicability.** Section 3.3 400 applies to residential projects with fifty (50) or more dwelling units, and non-residential and mixed-use buildings with 20,000 square feet or more total floor area.
- C. Number of Loading Spaces.**
1. Residential buildings. Buildings where all of the floor area is in residential use shall meet the following standards:
 - a. Fewer than fifty (50) dwelling units on a site that abuts a local street: No loading spaces are required.
 - b. All other buildings: One (1) space.
 2. Non-residential and mixed-use buildings. Buildings where any floor area is in non-residential uses shall meet the following standards:
 - a. Less than 20,000 square feet total floor area: No loading spaces required.
 - b. 20,000 to 50,000 square feet of total floor area: One (1) loading space.
 - c. More than 50,000 square feet of total floor area: Two (2) loading spaces.
- D. Size of Spaces.** Required loading spaces shall be at least thirty-five (35) feet long and ten (10) feet wide, and shall have a height clearance of at least thirteen (13) feet.
- E. Placement, setbacks, and landscaping.** Loading areas shall conform to the setback and perimeter landscaping standards in Articles 2 and 3. Where parking areas are prohibited between a building and the street, loading areas are also prohibited. The decision body may approve a loading area adjacent to or within the street right-of-way through Site Design Review or Conditional Use Permit review, as applicable, where it finds that loading and unloading operations are short in duration (i.e., less than one hour), not obstruct traffic during peak traffic hours, or interfere with emergency response services.

Sandra Belson

From: Dave PERRY [Dave.Perry@state.or.us]
Sent: Thursday, December 13, 2007 10:01 AM
To: sandra.belson@ci.florence.or.us
Subject: Proposed Parking Regs.

Sandra,

We have reviewed the recent proposal to amend the city parking regulations. I conferred with Steve Oulman with our TGM program. The proposal is consistent with the Model Code for Small Cities, with the exception of residential parking requirements. These are Steve's comments, which are intended to be helpful and constructive:

"The model code doesn't recommend requiring minimum parking for single-family residences for several reasons. 1) I'm not aware of many, or any, situations where developers are NOT providing ample parking as part of new construction. There simply isn't a compelling public interest being served by requiring something that's already being provided. It's redundant. 2) What does get built often is a multi-car garage with parking in the driveway in front of the garage. Off-street parking usually ends up being at least four spaces. 3) Off-street parking adversely affects housing affordability. Some experts suggest that off-street parking requirements unnecessarily add up to 25% to the price of a home. 4) All that impervious surface typically must be dealt with in some fashion. To the extent that drainage is engineered, it's another cost to factor in. 5) In properly-designed subdivisions, there should be adequate on-street parking at or near residences most of the time. Our experience in TGM is the most local governments resist narrow local street standards, thus perpetuating an abundance of on-street parking that often goes unused."

Thank you for the opportunity to comment on this proposal. If you have questions, or if we may be of assistance, please call or respond to this e-mail.

EXHIBIT E

NICHOLSON INVESTMENT PROPERTIES, INC.

2333 Carillon Point
Kirkland, WA 98033-7353
425-828-8900
Fax 425-827-3332

December 21, 2007

Michelle K. Pezley
Assistant Planner
City of Florence
250 Highway 101 N.
Florence, OR 97439

RE: Proposed Revision to Chapter 3 of the Zoning Code
(Parking and Loading)

Dear Ms. Pezley

Florence Henderson, LLC, as owners of commercial property in the shopping center located at Highway 126 and Highway 101, would like to express our support for the adoption of certain portions of the proposed change to the parking code to be discussed at the upcoming Planning Commission hearing scheduled for January 8, 2008. The proposed revision is titled "Chapter 3.3 – Parking and Loading". The revision appears to be based on the State of Oregon's model zoning code.

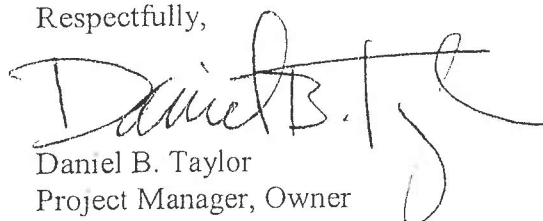
Specifically, we support changing the minimum required parking for all retail uses to 2 parking spaces per 1000 square feet of building area (Table 3.3.300.A), and allowing on-street parking to count towards the required minimum (Section 3.3.300.C.). We are considering a development proposal in the Main Street District (Area A). The code revision will allow for easier planning, more predictable results and greater flexibility.

We also support the proposed revision to the loading requirements. If enacted the revision stipulates that an on site loading space would no longer be required for buildings of 20,000 square feet or less (Section 3.3.400.C.2.a). Likewise we support the revision to allow loading spaces to be placed within the public right-of-way, if approved through Design Review (32.3.400.E).

The proposed code revision includes a use category for Drive-through facilities (Table 3.3.300.A), with a reference to Section 2.3.190 for queuing requirements. It does not appear that Section 2.3.190 is included in the revision, or within the current code. We do not support a change to the regulations governing Drive-through facilities.

Thank you for your consideration of our position on these issues.

Respectfully,


Daniel B. Taylor
Project Manager, Owner

Michelle Pezley

From: Gary Armstrong [we.love.florence@hotmail.com]
Sent: Sunday, December 30, 2007 5:55 PM
To: michelle.pezley@ci.florence.or.us
Cc: donnalee@mailbug.com; merlintwwm@yahoo.com; bbbmacduff@msn.com; atkin@oregonfast.net; lysdale@presys.com; curtis@bmi.net
Subject: Public Comment: Resolution 07 33 TA 01

Planning Commissioners
City of Florence

Re: Resolution 07 33 TA 01 -
Amendment to Florence City Code Title 10,
Chapter 3, Parking.

Dear Commissioners:

If the amended off-site parking arrangement the Planning Commissioners have in mind is a permanent, irrevocable arrangement, then you may wish to consider DELETING the word "lease" on Page 3-33, 3.3.300, E., Line 6 of the proposed amendment.

A lease can be terminated by either party, revoked for non payment or other violation, expire, or be otherwise nullified. The result would be putting vehicles right back on the street in public parking spaces and inadequate parking for developments subject to this amendment.

Sincerely,

Gary Armstrong
PO Box 2006
Florence, Oregon 97439

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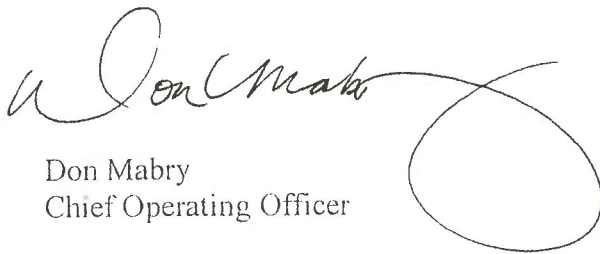
December 26, 2007

City of Florence
Community Development Department
250 Highway 101
Florence, OR 97439-7628

Gentlemen

This letter is in response to your Notice of Public Hearing scheduled for 7:00 PM January 8, 2007. The purpose of this hearing is to discuss proposed changes to the Parking Chapter of Title 10 of the Florence City Code. We do not believe the proposed changes adversely affect the parking requirement of Oregon Pacific Bank and consequently do not object.

Thank You



Don Mabry
Chief Operating Officer

EXHIBIT H

City of Florence Planning Commission

RE: Revised Parking Requirements

As owner of the building at 1010 Hwy 101 in Florence, housing Edward Jones Investments, we have the following concerns on the above subject:

1- Applicability. Present code "Grandfathers" existing parking, except "new construction, enlargement, or change in use" (10-3-2-B) Staff wants to keep this wording, with which we agree; we assume that these are the only changes that would cause the new ordinance specifications to apply.

2-Minimum Spaces Required. Our building is used as an office and measures 1144 sq ft. The model code indicates 2 spaces per 1000 sq ft. We assume that the code would interpolate the area to require 3 parking spaces. Perhaps this should be clarified.

3- On-Street Parking. Model code allows on-street parking as a part of the total number of parking spaces, but staff does not recommend. This office has always used on-street parking on 10th St. with no problems. Across the street, the PUD has used on-street parking extensively. We feel that this should be included as the model recommends.

4- Compact car Spaces. Your present ordinance allows these spaces to be counted as part of the parking requirement. Staff has recommended discontinuing this. We have one compact space and feel that it should continue to be counted.

5- Shared Parking. We share parking with the Le Chateau Motel on a voluntary basis, to the advantage of each of us. We agree with the recommendations, as we understand them, to continue allowing shared parking.

Thank you very much for your consideration.

Bob Read

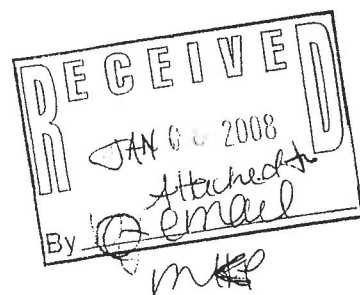
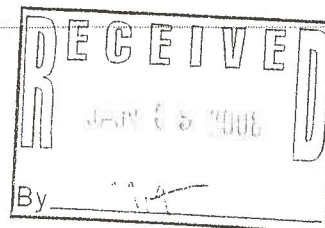


EXHIBIT I

Melissa Anderson

From: Teresa Bishow [teresa@arlie.com]
Sent: Tuesday, January 08, 2008 4:13 PM
To: Melissa Anderson
Subject: Parking Code Amendments (07 33 TA 01)



Melissa,

In general, we support the draft code changes designed to reduce the adverse impacts of parking and promote livable, pedestrian-friendly communities. Typically, off-street parking requirements are determined at a stage in the development process when there is the least amount of information concerning parking demand. When a proposed project is being designed or building plans are being reviewed, there is often a high level of uncertainty regarding the use of future commercial space, the number of employees, etc. Creating code provisions that foster shared parking among different users and creative ways to accommodate parking will enhance future developments.

We support the proposed reductions in the amount of parking required. We support the concept of allowing on-street parking to count towards meeting required parking.

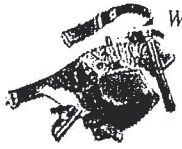
We encourage the Planning Commission to consider an across the board 20% reduction in required parking where there is a mix of uses and shared parking on the same development site – without an extensive study. This approach is currently being used successfully in other Oregon cities as a way to promote densities that will support transit and other alternatives to the automobile. Again, the developer could choose to provide the large amount of parking. In mixed use projects, the property owner leasing the building(s) generally monitors the tenant mix carefully to ensure that the amount of parking is suitable and sufficient for the site.

Any efforts to reduce off-street parking for residential units will help address the high cost of housing.

Teresa Bishow, AICP
Planning Manager
Arlie & Company
871 Country Club Road
Eugene, OR 97401
teresa@arlie.com

www.arlie.com
Ph 541-344-5500
Fax 541-485-2550

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construction while
supporting a positive
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Building Codes Division

New "Wheelchair User Only" Spaces Required – Effective January 1, 2008

New "Wheelchair User Only" parking spaces will be required for all affected buildings' with 101 or more parking spaces, beginning January 1, 2008. Senate Bill 716, which passed during the 2007 Oregon State Legislative session, promulgated this change. Currently, under the 2007 Oregon Structural Specialty Code, any building that is affected by the accessibility requirements, must provide a minimum amount of accessible parking spaces. In addition, one in every eight accessible spaces, but not less than one, shall be van accessible and served by an adjacent access aisle. Due to Senate Bill 716, beginning January 1, 2008, once a parking lot reaches 101 parking spaces, all the van accessible spaces required, must be designated for wheelchair users only. The spaces must also be marked with proper signs and pavement markings. This new requirement applies to construction or repainting of accessible parking spaces and access aisles commencing on or after January 1, 2008.

The State of Oregon Building Codes Division (BCD) and Oregon Department of Transportation (ODOT) are working together to make an easy transition to the new requirements. BCD will continue to regulate the parking lots of all newly constructed affected buildings. To accommodate the transition, BCD has added an amendment to the 2007 Oregon Structural Specialty Code (OSSC), Chapter 11 - Accessibility. The OSSC will replicate the language that is listed in ORS 447.233(1) through (7), which is the statute affected by Senate Bill 716. The amendment is available in a printable format on the BCD website at this [link](http://www2.iccsafe.org/states/oregon/07_Structural/Building07_Frameset.htm). BCD also makes all the building codes available online for viewing only. This new amendment has been incorporated into the OSSC online and can be viewed at:
http://www2.iccsafe.org/states/oregon/07_Structural/Building07_Frameset.htm.

ODOT produces the publication *Oregon Transportation Commission Disabled Parking Standards*. This publication depicts the standards for sign manufacturers of disabled parking spaces to build to. The publication lists the number of disabled parking spaces that are required by law for affected buildings, as well as describes the signs and pavement marking standards. The publication will be updated to include the new requirements for "Wheelchair User Only" spaces, in accordance with ORS 447.233. The publication is available on the ODOT website at http://www.oregon.gov/ODOT/HWY/TRAFFIC/TEOS_Publications/PDF/Standards_for_Disabled_Parking_Places.pdf

Additional language is also added to the Oregon Vehicle Code to address "Wheelchair User Only" placards or decals.

For more information, please contact:

BCD: Shane Sumption, ADA, 503-378-4635, shane.r.sumption@state.or.us

ODOT: Greg Stellmach, Oregon DOT State Sign Engineer, 503-986-3603, Gregory.F.Stellmach@odot.state.or.us
Katie Johnson, Oregon DOT State Traffic Devices Engineer, 503-986-3610, Katryn.L.Johnson@odot.state.or.us



Michelle Pezley

From: Carl Dependahl [carl.dependahl@ci.florence.or.us]
Sent: Wednesday, January 30, 2008 1:52 PM
To: Michelle Pezley (michelle.pezley@ci.florence.or.us)
Cc: Sandra Belson
Subject: Parking Lighting

This is a cover letter for some other info I've gathered.

Jan. 30, 2008
Florence Planning Commission

Commercial Parking Lot Standards

Lighting

Here are assembled several examples of lighting standards and commentary regarding public/commercial parking lots for your consideration. Complaints regarding the glare from lights and the overall level of illumination with a certain new project have been registered with the city. Fortunately, that situation was able to be remedied with adjustments to the fixtures. Our own Florence City Code 10-3-6, Item F gives general guidance, but could provide additional definition and guidelines

For example, general style or design of light fixtures or luminaires is not given; nor is a minimum or maximum level of ambient light. To prevent glare and harsh or ineffective lighting, a flexible standard could be included with our parking and off street loading standards.

Quality of lighting is an important part of design, for appearance and security. Most of today's standards emphasize designed "down-lights" with a specified level of intensity specific for the use; height of fixtures; average overall light values with minimums and maximums recommended (measured in footcandles, lumens , or other recognized standards.)

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Simple Guidelines for Lighting Regulations for Small Communities, Urban Neighborhoods, and Subdivisions

The purpose of the regulation is to:

- Permit reasonable uses of outdoor lighting for nighttime safety, utility, security, and enjoyment while preserving the ambiance of the night;
- Curtail and reverse any degradation of the nighttime visual environment and the night sky;
- Minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary;
- Conserve energy and resources to the greatest extent possible;
- Help protect the natural environment from the damaging effects of night lighting.

All outdoor lighting fixtures (luminaires) shall be installed in conformance with this Regulation and with the provisions of the Building Code, the Electrical Code, and the Sign Code, as applicable and under permit and inspection, if such is required.

Comment: Practical Considerations:

1. The idea that more light always results in better safety and security is a myth. One needs only the right amount of light, in the right place, at the right time. More light often means wasted light and energy.
2. Use the lowest wattage of lamp that is feasible. The maximum wattage for most commercial applications should be 250 watts of high intensity discharge lighting should be considered the maximum, but less is usually sufficient.
3. Whenever possible, turn off the lights or use motion sensor controlled lighting.
4. Incorporate curfews (i.e. turn lights off automatically after a certain hour when businesses close or traffic is minimal). This is an easy and fast way to initiate dark sky practices.

Maximum Lamp Wattage and Required Luminaire or Lamp Shielding:

All lighting installations shall be designed and installed to be fully shielded (full cutoff), except as in exceptions below, and shall have a maximum lamp wattage of 250 watts for commercial lighting, 100 watts incandescent, and 26 watts compact fluorescent for residential lighting. In residential areas, light should be shielded such that the lamp itself or the lamp image is not directly visible outside the property perimeter.

Lighting that is exempt from these regulations:

1. Lighting in swimming pools and other water features governed by Article 680 of the National Electrical Code.
2. Exit signs and other illumination required by building codes.
3. Lighting for stairs and ramps, as required by the building code.
4. Signs are regulated by the sign code, but all signs are recommended to be fully shielded.
5. Holiday and temporary lighting (less than thirty days use in any one year).
6. Football, baseball, and softball field lighting, but only with permit from the authority recognizing that steps have been taken to minimize glare and light trespass, and utilize sensible curfews.
7. Low voltage landscape lighting, but such lighting should be shielded in such a way as to eliminate glare and light trespass.

Additional requirements:

- Lighting attached to single-family home structures should not exceed the height of the eave.
- Residential pole height restrictions can be considered to control light trespass on adjacent

properties.

Notes:

1. The general belief that more light means better safety and security is just a myth. All that is needed is the right amount, in the right place, at the right time. More light just means wasted light and energy.
2. Use the lowest wattage of lamp as possible. For cost saving purposes, consider compact fluorescent lamps rather than incandescent, as they use much less energy and have a much longer lifetime.
3. Whenever possible, turn off the lights.

Definitions:**Glare**

Intense and blinding light. Causes visual discomfort or disability.

Landscape lighting

Luminaries mounted in or at grade (but not more than 3 feet above grade) and used solely for landscape rather than any area lighting.

Obtrusive light

Spill light that causes glare, annoyance, discomfort, or loss of visual ability. Light Pollution.

Luminaire (light fixture)

A complete lighting unit consisting of one or more electric lamps, the lamp holder, any reflector or lens, ballast (if any), and any other components and accessories.

Fully shielded (full cutoff) luminaire

A luminaire emitting no light above the horizontal plane.

Spill light

Light from a lighting installation that falls outside of the boundaries of the property on which it is located. Usually results in obtrusive light.

Other Resources for Establishing Outdoor Lighting Guidelines

1. Model Lighting Ordinance (MLO)
2. Outdoor Lighting Zones
3. IDA Lighting Code Handbook
4. Directory of Ordinances and Other Regulations

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Model Lighting Ordinance

The International Dark-Sky Association (IDA) and the Illuminating Engineering Society of North America (IESNA) Joint Task Force is developing a *Model Lighting Ordinance* (MLO) to address the need for strong, consistent outdoor lighting regulation in the United States. IDA is leading the development of the MLO, while IESNA is leading the development of the accompanying *Design Guide*.

If you wish to be notified of MLO updates, please sign up for IDA eNews.

At this time the MLO is not available to the public.

Recommendations

Note. These recommendations are in development and are subject to change without notice

- Recommendations shall be based on light use
- Light shall be measured in *photopic lumens*; corresponding wattages will be provided
- Luminaires shall be classified by high angle output and uplight through the *Luminaire Classification System* (LCS)
- Zones shall be identified by five *Lighting Zones* (LZs), LZ-0 through LZ-4
- Two lighting design methods shall be recommended:
 - The *prescriptive* method shall provide minimum requirements, based on allowed lumens per square foot, for each lighting zone; this method shall be intended for most lighting projects
 - The *performance* method shall require compliance with a special review process, based on the LCS, for certain special applications; this method is intended for complex lighting projects
- Limits on lighting installed for public benefit shall not be imposed; however, communities shall be encouraged to evaluate and improve their public lighting systems based on MLO recommendations

Timeline

The prescriptive method of the MLO is complete. However, the performance method is still undergoing extensive technical review. Once the performance method is complete, IDA will alert our membership and the public through our e-news service, press releases, on our Web site, and through *Nightscape*, our award-winning publication.

Resources

1. [Simple Guidelines for Lighting Regulations](#)
2. [Beginners' Guide to Lighting Regulation](#)
3. [Directory of Ordinances and Lighting Regulations](#)
4. [Lighting Code Handbook](#) (IDA)
5. [Lighting Zones](#) (IDA)
6. [Framework for Outdoor Lighting Improvement Ordinances](#) (Indiana Council on Outdoor Lighting Education)
7. [Initiating a Lighting Ordinance in Your Municipality](#) (Pennsylvania Outdoor Lighting Council)

Section 4.5-100 On-Site Lighting Standards

4.5-105 Purpose and Applicability

- A. On-site lighting standards are established to create a safe and secure environment during hours of darkness and reduce or prevent light pollution by minimizing glare.
- B. On-site lighting standards apply to any development requiring Site Plan Review approval.
- C. **EXCEPTIONS:** On-site lighting standards shall not apply to:
 - 1. Individual single family or duplex dwelling units;
 - 2. City street light standards and design criteria, which are regulated by Section 4.2-145 and by the City's *Engineering Design Standards and Procedures Manual*;
 - 3. Lighting necessary for emergency equipment and work conducted in the interests of law enforcement or for the safety, health, or welfare of the City; and
 - 4. Sign lighting and signs in general, which are regulated in the Springfield Municipal Code, 1997, Chapter 8.

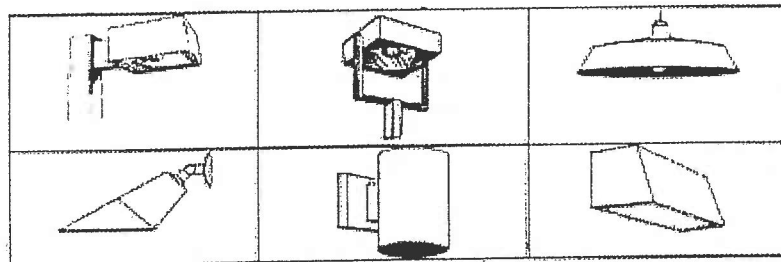
4.5-110 Illumination and Height

- A. On-site lighting shall be the minimum illumination necessary for a given application including parking areas and vehicle sales areas. All exterior light fixtures shall be shielded or recessed so that direct glare and reflection are contained within the boundaries of the property, and directed downward and away from abutting properties, public rights-of-way, and riparian, wetlands and other protected areas identified in this Code on the same property.
- B. Height.
 - 1. The height of a free standing exterior light fixture shall not exceed 25 feet or the height of the principal permitted structure, whichever is less. In this case, height is measured as the vertical distance between the paved surface and the bottom of the light fixture.
 - 2. **EXCEPTIONS:**
 - a. The Director may allow an increase to the standard in Subsection B.1., above when a determination is made that personal security is an issue, special security needs exist, or where vandalism or crime are possible. The Director may consider specific site characteristics, level of vehicle and pedestrian conflict, special security needs, and history or likelihood of crimes in making the

determination. Any approved increase shall be the minimum necessary to achieve the desired result.

- b. The height of a free standing exterior light fixture within 50 feet of any residential district and riparian, wetlands and other similarly protected areas shall not exceed 12 feet.
- c. The height restriction in Subsection B.1., above shall not apply to lighting used to illuminate outdoor performance areas, sport and recreation facilities, and playfields, unless these light fixtures are located within 50 feet of a residential district.

Figure 4.5-A

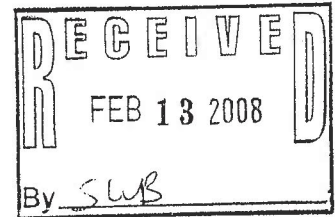


EXAMPLES OF ALLOWED COMMERCIALY AVAILABLE LUMINARIES

SIUSLAW VALLEY MINISTERIAL ASSOC.

P.O. Box 652

FLORENCE, OREGON
97439



Dear City Planning Commission,

We the following pastors of the Siuslaw Area Ministerial Association would request that you approve the changes in parking requirements currently being considered. We would particularly ask you to approve the proposed changes affecting churches, i.e. requiring one space per 75 sq. ft. of main assembly area and narrowing the width requirements by one foot.

For some of our churches the current parking requirements create hardships and require more parking than needed. We support efforts to encourage less driving and greater use of walking, bicycling, public transportation, and car pooling, all of which require fewer parking spaces.

Thank you very much for your consideration of our thoughts on this important matter.

Sincerely,

Pastor Brian Fitch – Florence Church of the Nazarene
Pastor Randy Paredes – Florence Christian Church
Pastor Ron Ballew – Siuslaw Valley Christian Center
Father Don Gutmann – St. Mary's Catholic Church
Father Bill Fulton – St. Andrews Episcopal Church
Pastor C. Montee Kennedy – Presbyterian Church of the Siuslaw

**CITY OF FLORENCE PLANNING COMMISSION
JANUARY 30, 2008 *** DEVELOPMENT CODE WORKSESSION MINUTES**

CALL TO ORDER

The work session was called to order at 6:32 pm.

PRESENT:

Chairperson Lee, Commissioners Atkin, Franzen, Lysdale, MacDuffee, Muilenburg. Commissioner Nieberlein was absent and excused. Also present CDD Belson, AP Pezley, CM Willoughby and AA Conner.

DISCUSSION ITEM:

Title 10, Chapter 3: Off Street Parking

Chairperson Lee introduced Mark Tilton the new Planning Commissioner to the Planning Commission.

Mr. Tilton gave the Commission some background about where he moved here from. He said that he had moved to Florence from the Portland area. He continued by saying that he has been retired for about three years from the Natural Resources Conservation Services. Mr. Tilton has lived in Oregon for 30 years.

Chairperson Lee stated that Mr. Tilton lives in the Urban Growth Boundary. The City Charter does state that the Planning Commission can have two Urban Growth Boundary members.

AP Pezley stated that there were three items that she would like to address tonight. The first was, off street parking and lighting, the second item is pavement and options for impervious surfaces, the third item is driveways. Chairperson Lee said that driveways need to be paved. Commission Lysdale asked if this pertained only to residential. CDD Belson stated that the code required parking spaces to be paved. She also said that the code needs to be clearer about paving driveways. The parking requirements that are being discussed pertain to the Commercial District. Chairperson Lee said that the code needs to be more specific. BO Dependahl said that in interest of economy, creating some exemptions but requiring a minimum amount of pavement beyond the actual driveway apron where it slopes back towards the street would be an option. Chairperson Lee asked what should be required by the applicants to avoid the dust and debris of unpaved driveways. BO Dependahl suggested looking at what the County standards are for the less developed uses.

The Commission discussed the option of requiring commercial businesses to pave the first 50 ft of their driveway.

AP Pezley stated that the next item of discussion is impervious surfaces-pavement types. CDD Belson read from the City Code that all required parking areas shall have a durable dust free surfacing of asphaltic concrete, cement concrete or other materials approved by the City.

The Commission discussed impervious surfaces.

AP Pezley stated that the next item is parking lot lighting. She handed out documents pertaining to

commercial parking lot standards for lighting. Exhibit 1 is a reference from the web site, "Model Lighting Ordinance and Simple Guidelines for Lighting Regulations for Small Communities, Urban Neighborhoods, and Subdivisions". Exhibit 2 is a letter to the Planning Commission about parking lot standards and lighting. Exhibit 3 is an informative letter about parking lot security. Exhibit 4 is an excerpt from the City of Springfield's Development Code that pertains to parking lot lighting standards.

The Commission discussed parking lot lighting. Chairperson Lee asked how the brightness of the bulbs of the parking lot lights is regulated. BO Dependahl stated that they are regulated by the type of luminaire and the City's Code doesn't give a minimum or maximum light level. CDD Belson said that there is a lighting section in the parking code. She said that the code could expand that with the amount of light required. Chairperson Lee asked if there were any suggestion about the types of fixtures and bulbs that should be required. BO Dependahl stated that the lighting in the Rite Aid parking lot seems to be more directional lighting. He said that a car lot would want a higher level of lighting because it is really display lighting and in other commercial parking lots you would want a minimum lighting for security purposes. Chairperson Lee suggested that CDD Belson and BO Dependahl put together some language for the code that pertains to parking lot lighting.

Chairperson Lee said that there is a standard code for handicapped parking. She said that the use of the building should dictate how many handicapped parking spaces there should be. The code indicates that the handicapped spaces have to be located by the building but it does not put it into proportion to where the doorway to the building is.

Chairperson Lee stated that she was reading the Code proposal and it suggested reducing the size of the parking stalls. She would like to see the formula changed for how many parking spaces are required. Commissioner Adkins stated that he was in favor of reducing the overall parking lot area requirements.

The Commission discussed parking stall sizes in multi business center that use a shared parking concept. CDD Belson stated that she recommends that the city go back to the size it previously had in the code, round down instead of rounding up on the number of parking spaces required as a way to reduce it slightly. She said the under the common facility for mixed use there is an opportunity to have reduction by going through the process of looking at the peak parking factor, and hourly accumulation. She also said that reciprocal parking agreements would be an option as long as the businesses are within 1000 ft.

The Commission discussed reciprocal parking agreements and shared parking lots that are within 1000 ft of each other. There are parking easements for the Coastal Fitness parking lot because it is within a business complex. CDD Belson asked if the Commission wanted to keep the parking space requirements the same but with no compact parking. Commissioner Adkin asked the staff how they viewed reducing the parking stall length. CDD Belson referenced 10-3-9 of the staff recommendation Code which states under, Parking Stall Design and Minimum Dimensions that all off street parking spaces shall be improved to conform to City standards for surfacing, storm water management, and striping. Standard parking spaces shall conform to the following standards and the dimensions in Figures 3-9 (1) and 3-9 (2). CDD Belson said if the parking stall length is reduced then you would want to widen the turn around.

CDD Belson said that according to the diagram in the current code the City requires a 19 ft space and for

two way travel it is required to have 25 ft between and what the proposal is in the new code is 18 ft space and 23 ft in between. So there is a reduction in the proposed parking code. The Commission agreed to stay with the current code requirements for the stall length, width and space between. The Commission decided to have no compact parking.

Chairperson Lee stated that speaking specifically of Coastal Fitness even if there are no changes made before his application, is there enough language in the current code. CDD Belson said that the shared parking idea is from the existing code the only thing that we would need to do is take out the engineering requirements. Chairperson Lee asked if Coastal Fitness came to the Commission for design review could the Commission review the usages for the shared parking. CDD Belson stated through a traffic engineering report that could be done. Commissioner Muilenburg stated that he would like to see a traffic report done because during peak times there are potential traffic flow problems.

The Commission discussed the new Rite Aid parking lot.

The Commission also discussed opening 23rd Street to Highway 101. CDD Belson stated that the part of 23rd Street that is in the parking lot of the Coastal Fitness is vacated but the rest of 23rd Street is not. Chairperson Lee asked if opening up 23rd Street to Highway 101 would affect the schools that are located along Oak Street. Mr. Mitchell who represents Coastal Fitness would have to initiate such a project through a design review. CDD Belson stated that when Mr. Mitchell expands Coastal Fitness he will construct a turnaround on 23rd Street.

The Commission discussed the Coastal Fitness parking lot.

The Commission discussed enforcement of regulations for handicap Parking Spaces.

CDD Belson said that there is some language that is in the existing code that should stay in the proposed code. Title 10 Chapter 3 Section 10-3-2 General Provisions, Item 8 it states that provisions of the Chapter will not apply to any property located in the Parking District. CDD Belson stated that she took this out because there is no Parking District in Florence. Then in conversations with the City Manager who had spoken to some property owners in Old Town found that their was approval predicated on future participation in a Parking District. So she feels it should be left in the new Title 10 Chapter 3 Code regulations. The Commission agreed to have that language re included into the new model parking code.

Chairperson Lee stated that the dimmest parking lot lighting in town is at the Events Center. CDD Belson said that was because the lights are so high up on the poles. Chairperson Lee said that a handicap person would have problems getting to their vehicle. She said that the Events Center parking lot is very dark. Commissioner Lysdale asked will the existing and the model code be combined. Commissioner Adkin said that AP Pezley took the model code and included parts of the existing code that she felt was really necessary to further explain what the intent is. So she has taken the best parts of both the existing and model parking code and then combined them. Commissioner Adkin suggested that the Commission review all of the new model code page by page. Chairperson Lee said that since the Commission continued Mr. Mitchell's application this issue should be dealt with in a timely manor.

So the Commission reviewed the new model code starting on:

Page 1: 10-3-1 Purpose: by taking out the sentence that starts with "historically".

10-3-2 add general provision: "Parking and loading standards listed for specific zones supercede the general requirements in this chapter".

Page 2: The Commission changed parking requirements for churches from 1 space per 75 sq ft to 1 space per 50 ft.

Page 3: Commercial and Retail Trade Types: Offices, it was suggested that it be changed from 2 spaces per 1000 sq. Ft. floor area, to 1 space per 400 sq. ft. floor area. Retail, to be changed from 2 spaces per 1000 sq ft to 3 spaces per 1000 sq ft, and bulk retail from 1 per 1000 sq ft to 2 per 1000 sq ft.

Page 4: There were no changes on page 4.

Page 5: under A.) Exclude the sentence the planning commission and/or staff may require the information be prepared by a registered traffic engineer. Change to require a traffic report but not from a registered traffic engineer.

Under D.) which includes; "off site parking is proposed shall be no further than one thousand feet (1000') from the building or use required to provide parking". Change one thousand (1000) to five hundred feet (500'). Then incorporate that into 10-3-7.

Page 6: change language in 10-3-7 change from; "except for single family dwellings" to "except for parking for residential uses".

Page 7: it was suggested that the section pertaining to lighting and illumination be expanded.

Page 8: under 1.) Motor vehicle parking spaces shall measure eight (8) feet six (6) inches wide by eighteen (18) feet long or by sixteen (16) feet long, with no more than two (2) foot overhang when allowed, with double line striping, two feet (2') wide on center". Change to; "Motor vehicle parking spaces shall measure 9 feet 6 inches wide by 19 feet long. The dimensions formula will be adjusted as well. Then combine the double line striping language under number 2. Number 6 of 10-3-9 add it to page 9 under 10-3-10 letter A.

Page 9: 10-3-10: Exclude the requirement of concrete padding for bicycle parking. Add "Bicycle parking will be 2 ft by 6 ft minimum". Delete the top diagram.

Page 10: Minimum Required Bicycle Parking Spaces, Table 3-10 delete the column Long Term Spaces.

Page 11: Modify C. Location and Design to say "Bicycle parking should be no further from the main building entrance than the distance to the closest vehicle space, other than handicapped."

E. Options for storage; Page 12: There were no changes to page 12. The Commission recommended deleting the long term parking space requirements for all uses except for multi-family units. Multi-family units shall provide one covered and secured parking space per. four units.

OTHER DISCUSSION

Chairperson Lee requested that if a Planning Commissioner knows that they will be unable to attend a meeting to please give her a call and let her know.

ADJOURNED

The meeting was adjourned at 9:33pm.

**DONNA LEE, CHAIRPERSON
FLORENCE PLANNING COMMISSION**

CITY OF FLORENCE
Ordinance No. 7, Series 2008

IN THE MATTER OF AMENDING THE FLORENCE CITY CODE (FCC) TITLE
10, CHAPTER 3: Off Street Parking and Loading.

WHEREAS, Jim Mitchell, applied for a text amendment to Title 10, Chapter 3: Off-Street Parking and Loading; and

WHEREAS, the City sent notice of proposed code amendments to the Department of Land Conservation and Development on November 26, 2008, not less than 45 days prior to the first evidentiary hearing as required by state law and the Florence City code; and

WHEREAS, the Planning Commission public hearing was noticed in the Siuslaw News on December 19 and 22, 2007 and January 5, 2008, and notice was also mailed to all property owners within the Commercial District, Highway District, Old Town District, Marine District, Limited Industrial District, Waterfront Marine District, Professional Office/ Institutional, Main Street District, Pacific View Business Park, North Commercial District, Service Industrial District and Industrial Park District; and

WHEREAS, the Planning Commission held a public hearing on January 8, 2008 at Florence City Hall Council Chambers, which was continued on February 12th; and

WHEREAS, the Planning Commission, after considering the evidence in the record, found that proposed text amendment to change the Title 10, Chapter 3 as shown in Exhibit B is consistent with the applicable criteria in the Florence Realization 2020 Comprehensive Plan; and

WHEREAS, the public hearing notice was mailed to all people that provide public testimony, and Notice for the City Council Public hearing was published in the Siuslaw News on February 23rd, 27th and March 1st; and

WHEREAS, the City Council held a public hearing on March 3, 2008 at Florence City Hall Council Chambers, and

WHEREAS, the City Council finds the text amendment in Exhibit B is consistent with applicable criteria in Florence Realization 2020 Comprehensive Plan; and

THE CITY OF FLORENCE ORDAINS AS FOLLOWS:

Section 1: Repeal the existing FCC, Title 10 Chapter 3 and replace it with the amended Title 10 Chapter 3: Off Street Parking and Loading, (Exhibit B); and

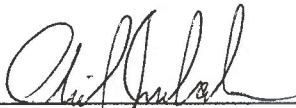
Section 2: Adopt Findings of Fact (Exhibit A)

Section 3: This ordinance becomes effective 30 days after adoption.

Passed by the Florence City Council this 3rd day of March, 2008.

AYES 5 – Councilors Burns, Holman, Roberts, Xavier and Mayor Brubaker
NAYS 0
ABSTAIN 0
ABSENT 0

APPROVED BY THE MAYOR, this 5th day of March. 2008.



Phil Brubaker, MAYOR

ATTEST:



Barbara Miller, CITY RECORDER

**Exhibit A: Findings of Fact
Florence City Council**

Public Hearing Date: March 3, 2008 **Planner:** Michelle Pezley
Application: 07 33 TA 01 Mitchell (Ordinance No. 7, Series 2008)

I. PROPOSAL DESCRIPTION

Proposal: The applicant requested a text amendment to change the current parking standards in our zoning code to the model code standards as reviewed by the Planning Commission during the code update process.

Applicant/Property Owner: Jim Mitchell

Notice: Notice for the Planning Commission hearing was mailed to property owners within the Commercial District, Highway District, Old Town District, Marine District, Limited Industrial District, Waterfront Marine District, Professional Office/ Institutional, Main Street District, Pacific View Business Park, North Commercial District, Service Industrial District and Industrial Park District. Planning Commission Hearing Notice was also published in the Siuslaw News on December 19th, 22nd, and January 5th. Notice for the City Council public hearing was mailed to those who submitted public testimony. Notice for the City Council public hearing was also published in the Siuslaw News on February 23rd, 27th, and March 1st.

The City has received the following written comments:

A letter of support from Daniel B. Taylor, owner of commercial building at Highway 101 and 126, stating support of 2 parking spaces per 1000 square feet of building area, proposed revision to the loading requirements, and supporting not have regulations governing Drive-through facilities.

Gary Armstrong encouraged the Planning Commission to consider deleting "lease" for off-site parking arrangement since lease can be terminated at any time.

Oregon Pacific Banking Company does not object to the proposed changes.

Bob Read, owner of the Edward Jones Investments building, had a few concerns about the proposed parking changes. They agree with keeping the changes only for new construction, enlargement or change in use, which also includes compact spaces. He also requested clarifying how the City would round fractions for parking requirements. He stated that his business at 1010 Hwy 101 uses on

street parking and feels that in some cases on street parking should be allowed in areas. And finally, he supports shared parking agreements.

Teresa Bishow, of Arlie and Company, would like to see allowing on-street parking to count towards meeting parking requirements. She also stated, "we encourage the Planning Commission to consider an across the board 20% reduction in required parking where there is mix of uses and shared parking on the same development site – without extensive study.

Letter from Daniel B. Taylor, of Nicholson Investment Properties, Inc. is in support of the proposed parking changes for 2 parking spaces per 1000 square feet, allowing on-street parking to be counted for the minimum outside Old Town District. He also supports loading requirements and does not support drive-through facilities.

Siuslaw Valley Ministerial Association (representing six churches) supports the religious institutions and houses of worship of one space per 75 square feet of main assembly area and narrowing the width requirements of parking spaces.

II. NARRATIVE

Mr. Mitchell is planning an expansion of the Coastal Fitness Center and had been waiting for the updates to the code. Because the Planning Commission is no longer working on a comprehensive update of the code, the Planning Staff has given citizens the opportunity to apply for text amendments to the Florence City Code (FCC) in addition to the Planning Commission updates. Mr. Mitchell has submitted an application to have the city review Chapter 3: Parking.

In 2006, the Planning Commission began working on updating the City's zoning code to implement the Realization 2020 Comprehensive Plan and to address problems of the current code. The City had hired Scot Siegel, planning consultant to work the City in updating the zoning code and incorporate the State Model Code to fit Florence's needs.

The applicant owns property within the city and was supportive of the proposed model code. The proposed code changes requested by Mr. Mitchell are from the last draft of the model code that the Planning Commission reviewed.

Department of Land Conservation and Development (DLCD) has deemed that the Florence Realization 2020 Comprehensive plan is consistent with the Statewide Planning Goals. Therefore, staff has not used the Statewide Planning Goals as criteria.

Planning Staff and the Planning Commission have worked on combining the model code, which was proposed for changes, and combined the code with the current parking chapter (see Exhibit B).

The proposed text amendment is summarized as follows:

- Reduces the amount of required parking for most uses.
- Deletes the need for requiring a traffic engineer to justify the shared parking option or off-site parking. Shared parking will still have to be approved by the City.
- Adds additional requirements for amount of bike parking needed for developments which is based on 10 percent of the required vehicle parking spaces.
- Includes federal requirements for accessible parking.
- Provides more detailed lighting standards for parking lots.
- Provides more options for parking lot surfaces and clarifies that driveways need to be paved for first fifty feet.
- Deletes provisions for compact spaces.
- Provides the Planning Commission an option to reduce the number of required parking spaces during design review.

III. REFERRALS

Notice of the proposed Text Amendment was sent to Department of Land, Conservation and Development (DLCD) on November 26, 2007, not less than 45 days prior to the proposed first evidentiary hearing of January 8, 2008, as required by state law. On December 13, 2007, Dave Perry from DLCD commented that the proposal is consistent with the Model Code for Small Cities. He also shared that he conferred with Steve Oulman, from Transportation Growth Management (TGM). Mr. Oulman did not recommend requiring minimum parking standard for residential development (see Exhibit E). These amendments do not include changes to the residential portion at this time, and therefore, we can be comfortable knowing that DLCD is supportive of the changes to the commercial and industrial parking requirements.

On December 28, 2007, Dave Perry forwarded comments from Bill Holmstrom, a Transportation Planner with the Transportation & Growth Management Program. He stated that he, "think(s) the Florence proposal to adopt parking standards from the Model Code is great. However, there are a number of references to other parts of the Model Code within the text. Without adopting those standards as well, or at least modifying the references to align with the remainder of Florence's code, I'm afraid that much of the new standards may not make sense."

Referrals were also emailed to Florence Police Department, Lane County Land Management, Lane County Land Management, Lane County Transportation,

Public Works, Oregon Department of Transportation, Florence Code Enforcement, Florence Building Department, Siuslaw Valley Fire & Rescue, Florence Area Chamber of Commerce, Urban Renewal Advisory Committee, and Urban Renewal Agency. No other referrals were received.

IV. APPLICABLE REVIEW CRITERIA

Realization 2020 Florence Comprehensive Plan

Chapter 1: Citizen Involvement

Chapter 2: Land Use

Chapter 12: Transportation

V. FINDINGS

The criteria are listed on bold followed by the findings of fact.

Realization 2020 Florence Comprehensive Plan

PLAN ADOPTION, AMENDMENTS, REVIEW AND IMPLEMENTATION

Implementation of the Plan takes many forms. The most obvious are zoning, subdivision, design review, and special land use ordinances. These ordinances must conform to the Plan. (p. 3)

The following findings will demonstrate the how the proposed changes do conform to the Plan.

Chapter 1: Citizen Involvement

Goal: To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

The proposal meets this goal because a citizen in the community initiated this text change, which started the planning process. There were two public hearings as well at which citizens have the opportunity to be involved with the process. Notices for the Planning Commission public hearing were mailed to the property owners from within the following districts: Commercial District, Highway District, Old Town District, Marine District, Limited Industrial District, Waterfront Marine District, Professional Office/ Institutional, Main Street District, Pacific View Business Park, North Commercial District, Service Industrial District and Industrial Park District. Notice for the Planning Commission public hearing was also published in the Siuslaw News on December 19th, 22nd, and January 5th. Notice for the City Council public hearing was mailed to those who submitted public

testimony. Notice for the City Council public hearing was also published in the Siuslaw News on February 23rd, 27th, and March 1st.

Policy 4: Official City meetings shall be well publicized and held at regular times. Agendas will provide the opportunity for citizen comment.

Notice of the Planning Commission public hearing for this land use decision was published in the Siuslaw News December 19th, 22nd, and January 5th. Notices of the Planning Commission public hearing were also mailed to property owners in all the non-residential districts as listed above. Notice for the City Council public hearing was mailed to those who submitted public testimony. Notice for the City Council public hearing was also published in the Siuslaw News on February 23rd, 27th, and March 1st. The agenda packets were on the city's website and available for review at City Hall.

Chapter 2: Land Use

Policy 1: Designation and location of land uses shall be made based on an analysis of documented need for land uses of various types, physical suitability of the lands for the uses proposed, adequacy of existing or planned public facilities and the existing or planned transportation network to serve the proposed land use, and potential impact on environmental, economic, and social and energy factors.

The proposed text amendment reduces the amount of parking for most uses. The reduction of a parking lot will reduce the amount of impervious surface, which also reduces the potential of environmental impacts. The proposed text amendment also provides a list of pervious surfaces which will also reduce storm water run off from a parking lot. Also, the proposed text amendments encourage more shared parking than the current parking code. This approach will encourage people to park in one location and walk to multiple locations in the area which will reduce the energy used motor vehicles.

Commercial Policy 3: The City shall promote the efficient use of available lands for designated for establishment of commercial uses.

The proposed parking amendments will reduce the amount of required parking for most uses, as stated above. It also provides the applicant an opportunity to request a reduction in number parking spaces during design review. These changes will give commercial development the ability to use their land more efficiently.

Chapter 12: Transportation

Goal: To provide for adequate parking facilities in conjunction with other transportation facilities, as appropriate.

Policy 1: On-site parking for motor vehicles shall continue to be provided, unless another adopted City plan expressly provides otherwise.

The model code allows for on-street parking to be counted toward the required parking spaces. It also allows for off-site parking. Planning Commission does not recommend either of these options to be used city-wide as they do not conform to this policy.

The exception is in the Downtown Area for which the City has adopted the Downtown Implementation Plan which is discussed relative to the next policy.

Policy 2: The policies and direction of Downtown Implementation Plan regarding the provision of on-street parking shall be implemented.

Downtown Implementation Plan does provide policies and direction for the on-street parking. It states "stripe on-street parking spaces on Highway 101" on page 6 and 18. On page 9, the plan encourages on street parking on Highway 101 between 1st and 8th Streets. Objective 7 of the Downtown Implementation Plan is "to develop safe, convenient and attractive public parking areas to accommodate visitors and residents accessing the downtown from Highway 101 and adjacent neighborhoods." Within the Mainstreet District, it encourages on-street and shared parking to reduce on-site parking needs (p. 4). In the Downtown Green/Mainstreet area, it is recommended to reduce on-site parking requirements to encourage infill development (p. 9). A project task identified in that Downtown Implementation Plan is to adopt revised parking ratio standards to ensure a sufficient, but not excessive supply to parking for customers and employees (p. 17). Thus, in the zoning districts that implement the Downtown Plan Designation, there could be provisions that allow for required to be met by on-street parking and shared parking arrangements.

Policy 3: Appropriate bicycle parking facilities shall be provided at places of employment, at business and at public buildings.

The new code regulates the amount of bicycle parking needed for different uses, with a minimum of two spaces.

VI. CONCLUSION

The proposed text amendment is consistent with the applicable criteria in Realization 2020 Florence Comprehensive Plan

APPROVED BY THE FLORENCE CITY COUNCIL, this 3rd day of March 2008.

VII. EXHIBITS

- B. Chapter 3: Parking
- C. Application
- D. Model code submitted by Mr. Mitchell
- E. Email from Dave Perry to Sandra Belson on December 13, 2007
- F. Letter from Daniel B. Taylor dated December 21, 2007.
- G. Email from Gary Armstrong dated December 30, 2007.
- H. Letter from Oregon Pacific Banking Company dated December 26, 2007
- I. Letter from Bob Read received January 8, 2008
- J. Email from Teresa Bishow dated January 8, 2008
- K. The January 2008 Backgrounder from the Building Code Division
- L. Memo from Carl Dependal with a few examples of light standards for parking lots.
- M. Letter from Siuslaw Valley Ministerial Association

EXHIBIT B

TITLE 10 CHAPTER 3

OFF-STREET PARKING AND LOADING

SECTION:

- 10-3-1: Purpose
- 10-3-2: General Provisions
- 10-3-3: Minimum Standards by Use
- 10-3-4: Minimum Required Parking by Use
- 10-3-5: Vehicle Parking - Minimum Accessible Parking
- 10-3-6: Common Facilities for Mixed Uses
- 10-3-7: Off-site parking
- 10-3-8: Parking Area Improvement Standards
- 10-3-9: Parking Stall Design and Minimum Dimensions
- 10-3-10: Bicycle Parking Requirements
- 10-3-11: Loading Areas

10-3-1: PURPOSE: The purpose of Chapter 3 is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the economic viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Because vehicle parking facilities occupy large amounts of land, they must be planned and designed carefully to use the land efficiently, minimize stormwater runoff, and maintain the visual character of the community. This Chapter recognizes that each development has unique parking needs and provides a flexible approach for determining parking space requirements (i.e., "minimum" and "performance-based" standards). This Chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

10-3-2: GENERAL PROVISIONS:

A. The provision for and maintenance of off-street parking and loading spaces are continuing obligations of the property owners. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space.

B. At the time of new construction or enlargement or change in use of an existing structure within any district in the City, off-street parking spaces shall be provided as outlined in this Chapter, unless requirements are otherwise established by special review or City Council action. Additional parking spaces shall meet current code.

C. 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 Chapter.

D. Required parking spaces shall be available for the parking of passenger automobiles of residents, customers, patrons and employees, and shall not be used for storage of materials of any type.

E. Ingress and egress for parking and loading shall not endanger or impede the flow of traffic.

F. The required off-street parking for nonresidential uses shall not be used for loading and unloading operations during regular business hours.

G. Parking and Loading standards that are listed under specific zoning districts supersede the general requirements of this chapter.

H. Provisions of this Chapter shall not apply to any parking located in an organized parking district.

10-3-3: MINIMUM STANDARDS BY USE: The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10-3-1, or alternatively, through a separate parking demand analysis prepared by the applicant and approved by the Design Review Board. Where a use is not specifically listed in this table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described above. Parking that counts toward the minimum requirement is parking in garages, carports, parking lots, bays along driveways, and shared parking. Parking in driveways does not count toward required minimum parking.

10-3-4: MINIMUM REQUIRED PARKING BY USE: During the largest shift at peak season, fractional space requirements shall be counted as the next lower whole space (rounded down). Square footages will be taken from the gross floor area (measurements taken from exterior of building). Applicants may ask the Design Review Board a reduction for parking spaces as part of their land use application. The applicant will have to provide the burden of evidence to justify the reduction proposed. The Design Review Board and/or staff may require the information be prepared by a registered traffic engineer. Table 10-3-1 lists the minimum parking spaces required by use, with a minimum no less than two (2) spaces.

Table 10-3-1, Minimum Required Parking By Use:

A. Residential and Commercial Dwelling Types:

Single Family Dwelling including attached and detached dwellings and manufactured homes	2 spaces per dwelling unit on a single lot
Multiple-family dwelling (except senior citizen & student housing)	
Studio & one bedroom units	1 space per unit
Two-bedroom units	1 1/2 spaces per unit
Three-bedroom units or larger	2 spaces per unit
Mobile home parks	2 spaces per each mobile home, plus 1 space per each 4 mobile homes
Student housing (fraternities, sororities, & dormitories)	1 space for each 2 students of capacity
Lodging: Motels, hotels (see also Bed and Breakfast Inns)	1 space per rental unit, hotels, etc. plus additional spaces as required for restaurants, gift shops, bars, public assembly rooms and other activities.
Bed and Breakfast Inns	1 space per Bedroom
Boarding and rooming houses, excluding group home facilities	1 space per each 2 occupants at capacity.

B. Institutions and Public Assembly Types:

Elementary, middle school and other children's day schools	1 space per classroom, or as determined by the Design Review Board
Daycare, adult or child day care (does not include Family Daycare (12 or fewer children under ORS 657A.250))	1 space per 500 sq. ft. of floor area
High schools Colleges and universities	7 per classroom, or as determined by the Design Review Board

Educational Services, not a school (e.g., tutoring or similar services)	1 space per 500 sq. ft. floor area
Libraries, reading rooms, museums, art galleries and Community Service Facilities	1 space per 200 sq. ft. of floor area
Churches and other places of worship	1 space per 50 sq. ft. of main assembly area, or as determined by the Design Review Board, as applicable
Stadiums, grandstands, coliseums, auditoriums	1 space for each 4 persons of seating capacity, except that on-street parking in non-residential and theaters areas, within 1,000 feet of the main assembly area may be used toward fulfilling this requirement.
Parks and Open Space	Determined as determined by the Design Review Board for active recreation areas, or no standard
Meeting rooms, private clubs and lodges	10 spaces plus 1 space per each 200 square feet of floor area over 1,000 square feet, except that on-street parking in non-residential areas within 800 feet of the main assembly room or building may be used toward fulfilling this requirement.
Commercial outdoor recreation, golf courses	as determined by the Design Review Board
Swimming pools, for pool only	10 spaces plus 1 space per each 150 square feet of pool surface area.
Public and semi-public buildings	1 for every 400 square feet of floor area. Special review may be given by the Design Review Board.
Hospitals	1 space per each 2 beds plus 1 space for each staff doctor plus 1 space for each 2 full-time employees.
Medical and dental clinics	1 space per each 200 square feet of floor area.
Animal hospitals and clinics	1 space per each 400 square feet of floor area.
Radio and television stations and studios	1 space for each 2 employees, plus 1 space per each 300 square feet over 2,000 square feet of floor area.
Radio Frequency Transmission Facilities	None
Airports	Special review by the Design Review Board.
Rail and bus passenger terminals	5 spaces plus 1 space per each 100 square feet of waiting area.
Rail Lines and Utility Corridors, except those existing prior to effective date of Development Code are allowed.	None

C. Commercial and Retail Trade Types:

Drive-Up/Drive-In/Drive-Through (drive-up windows, kiosks, ATM's, similar uses/facilities)	None
Offices	1 space per 400 sq. ft. floor area
Parking Lot (when not an accessory use)	as determined by the Design Review Board
Quick Vehicle Servicing or Vehicle Repair. (See also Drive-Up/Drive-In/Drive-Through Uses)	2 spaces, or as determined by the Design Review Board
Retail Sales and Service (See also Drive-Up Uses)	<u>Retail</u> : 1 spaces per 333 sq. ft., except bulk retail (e.g., auto, boat, trailers, nurseries, lumber and construction materials, furniture, appliances, and similar sales) 1 per 500 sq. ft.

	Restaurants and Bars: 1 spaces per 125 sq. ft. floor area
	Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys): 1 space per 333 sq. ft.
	Theaters and Cinemas: 1 per 6 seats
Self-Service Storage	None

D. Manufacturing, Storage and Wholesale Types:

Industrial Service (See also Drive-Up Uses)	1 space per 1,000 sq. ft. of floor area
Manufacturing and Production	1 space per 1,000 sq. ft. of floor area
Warehouse and Freight Movement	1 space per 2,000 sq. ft. of floor area
Wholesale Sales -fully enclosed -not enclosed	1 space per 1,000 sq. ft. as determined by the Design Review Board

10-3-5: VEHICLE PARKING - MINIMUM ACCESSIBLE PARKING:

- 1.A.** Accessible parking shall be provided for all uses in accordance the standards in Table 10-3-2; parking spaces used to meet the standards in Table 10-3-2 shall be counted toward meeting off-street parking requirements in Table 10-3-1;
- 2.B.** Such parking shall be located in close proximity to building entrances and shall be designed to permit occupants of vehicles to reach the entrance on an unobstructed path or walkway;
- 3.C.** Accessible spaces shall be grouped in pairs where possible;
- 4.D.** Where covered parking is provided, covered accessible spaces shall be provided in the same ratio as covered non-accessible spaces;
- 5.E.** Required accessible parking spaces shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities; signs shall be posted directly in front of the parking space at a height of no less than 42 inches and no more than 72 inches above pavement level. Van spaces shall be specifically identified as such.

Table 10-3-2 - Minimum Number of Accessible Parking Spaces Source: ADA Standards for Accessible Design 4.1.2(5)			
Total Number of Parking Spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (with 60" access aisle, or 96" aisle for vans*)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
	<i>Column A</i>		
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A**	7/8 of Column A***
1001	20 plus 1 for each 100 over 1000	1/8 of Column A**	7/8 of Column A***

*vans and cars may share access aisles **one out of every 8 accessible spaces ***7 out of every 8 accessible parking spaces			

10-3-6: COMMON FACILITIES FOR MIXED USES:

- A. In the case of mixed uses, the total requirement of off- street parking space shall be the sum of the requirements for the various uses. Reductions from the minimum parking requirements for individual uses may be granted by the Design Review Board where circumstances indicate that joint use of parking or other factors will mitigate peak parking demand.

Requests for parking reductions shall be made to the Design Review Board by filing an application for Design Review. The applicant(s) shall provide the information that is outlined below based upon the document "Shared Parking" authored by the Urban Land Institute. The Design Review Board and/or staff may require the information be prepared by a registered traffic engineer.

1. **Step One:** Initial Project Review

Document and quantify the proposed land uses and anticipated functional interrelationships between differing uses. The initial phase also must include data gathered regarding general location of parking facilities, surrounding land uses, land use mix and other variables which affect parking.

2 **Step Two:** Adjustment for Peak Parking Factor.

Calculate the number of off-street parking spaces required for each land use within the study area.

3. **Step Three:** Analysis of Hourly Accumulation.

Estimate the hourly parking accumulations for each land use during a typical weekday and weekend day.

4. **Step Four:** Estimate of Shared Parking.

Combine the hourly parking demand for each land use to determine the overall parking to be required within the planning area.

- B. In granting parking reductions, the Design Review Board shall make one or more of the following findings:

1. The traffic report justifies the requested parking reduction based upon the presence of two or more adjacent land uses which, because of substantially different operating hours or different peak parking characteristics, will allow joint use of the same parking facilities.
2. The traffic report indicates the presence of public transportation facilities and/or pedestrian circulation opportunities which justify the requested reduction of parking.
3. The traffic report finds that the clustering of different land uses is such that a reduced number of parking spaces can serve multiple trip purposes to the area in questions.

- C. As a condition of approval to the granting of a parking reduction, the City may require the recording of reciprocal access and parking agreements between affected property owners.
- D. The parking facility for which shared parking or off-site parking is proposed shall meet the criteria listed in 10-3-7.
- E. Any decision of the Design Review Board may be appealed to the City Council in accordance with the procedures specified in Code Section 10-1-1-6.

10-3-7: OFF-SITE PARKING: Except parking for residential uses, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within 500 feet of the use it serves and the City has approved the off-site parking through Design Review. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed or easement. The Design Review Board may grant approval for off-site parking only if affirmative findings can be made to the criteria listed in 10-3-7.

- ~~1A.~~ The location of the parking facility will not be detrimental to the safety and welfare of residents in the area; and,
- ~~2B.~~ Reasonably safe pedestrian access will be provided from the parking facility to the building or use requiring the parking; and,
- ~~3C.~~ The property owner of land for which a building or use requires off-site parking has recorded a covenant agreeing to require any occupant or tenant to maintain such parking facilities; and,
- ~~4D.~~ The applicant requesting off-site parking has furnished a copy of a deed showing ownership of the property or a recorded exclusive, perpetual easement granted by the property owner of the land for which the off-site parking is to be located, use of the off-site property for parking purposes in perpetuity.

10-3-8: PARKING AREA IMPROVEMENT STANDARDS: All public or private parking areas, loading areas and outdoor vehicle sales areas shall be improved according to the following: All required parking areas shall have a durable, dust free surfacing of asphaltic concrete, cement concrete, porous concrete, porous asphalt, permeable pavers such as turf, concrete, brick pavers or other materials approved by the City. Driveways aprons shall be paved for the first fifty feet (50') from the street.

- A. Parking for new single family dwellings and duplexes shall be provided as a carport or garage, unless the majority of existing dwellings within 100 feet of the property boundary of the proposed development do not have such covered parking facilities. The number of required covered parking spaces shall be based on the predominant number of covered spaces on the majority of lots within the 100 foot radius.
- B. All parking areas except those required in conjunction with a single-family or duplex dwelling shall be graded so as not to drain storm water over public sidewalks. All drainage systems shall be connected to storm sewers where available. Parking lot surfacing shall not encroach upon a public right of way except where it abuts a concrete public sidewalk, or has been otherwise approved by the City.
- C. Parking spaces shall be located or screened so that headlights do not shine onto adjacent residential uses.

- D. Except for parking areas required in conjunction with a single-family or duplex dwelling, all parking areas shall provide:
1. A curb of not less than six inches (6") in height near abutting streets and interior lot lines. This curb shall be placed to prevent a motor vehicle from encroaching on adjacent private property, public walkways or sidewalks or the minimum landscaped area required in paragraph D2 of this subsection.
 2. Except for places of ingress and egress, a three foot (3') landscaped area wherever it abuts street right-of-way. In areas of extensive pedestrian traffic or when design of an existing parking lot makes the requirements of this paragraph unfeasible, the Design Review Board may approve other landscaped areas on the property in lieu of the required three foot (3') landscaped area.
- E. No parking area shall extend into the public way except by agreement with the City.
- F. Except for parking in connection with dwellings, parking and loading areas adjacent to a dwelling shall be designed to minimize disturbance by the placement of a sight obscuring fence or evergreen hedge of not less than three feet (3') nor more than six feet (6') in height, except where vision clearance is required. Any fence, or evergreen hedge must be well kept and maintained.
- G. Parking areas shall have lighting to provide at least two (2) foot-candles of illumination over parking spaces and walkways with a maximum of five (5) foot-candles. The Design Review Board may increase the maximum on a case by case basis. Light standards shall be directed downward. Direct glare and reflection shall be shielded to prevent lighting spillover into any adjacent residential district or residential use.
- H. Except for single-family and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street right of way other than an alley.
- I. Unless otherwise provided, required parking and loading spaces shall not be located in a required front or side yard.
- J. Building permits are required for all parking lot construction or resurfacing.
- K. A plan, drawn to a suitable scale, indicating how the off- street parking and loading requirements are to be met shall accompany an application for a building permit. The plan shall indicate in detail all of the following:
1. Individual parking and loading spaces.
 2. Circulation area.
 3. Access to streets and property to be served.
 4. Curb cut dimensions.
 5. Dimensions, continuity and substance of screening, if any.
 6. Grading, drainage, surfacing and subgrading details.
 7. Obstacles, if any, to parking and traffic circulation in finished parking areas.

8. Specifications for signs, bumper guards and curbs.
 9. Landscaping and lighting.
- L. In addition to other penalties and remedies, the failure to provide, maintain and care for a parking area as required by this Section:
1. Is declared a public nuisance which may be abated under subsection 6-1-8-5 of this Code.
 2. May be the basis for denying any business license required or permit issued by the City. (Ord. 625, 6-30-80; re-lettered by Ord. 669, 5-17-82; Ord. 4, Series 1985, 4-23- 85)

10-3-9: PARKING STALL DESIGN AND MINIMUM DIMENSIONS: All off-street parking spaces shall be improved to conform to City standards for surfacing, stormwater management, and striping. Standard parking spaces shall conform to minimum dimensions specified in the following standards and Figures 10-3(1) and Table 10-3-3:

- ~~1.A.~~ Motor vehicle parking spaces shall measure nine (9) feet and six (6) inches wide by nineteen (19) feet long,
- ~~2.B.~~ Each space shall have double line striping with two feet (2') wide on center.
- ~~3.C.~~ The width of any striping line used in an approved parking area shall be a minimum of 4" wide.
- ~~4.D.~~ All parallel motor vehicle parking spaces shall measure eight (8) feet six (6) inches by twenty-two (22) feet;
- ~~5.E.~~ Parking area layout shall conform to the dimensions in Figure 10-3(1), and Table 10-3-3, below;
- ~~6.F.~~ Parking areas shall conform to Americans With Disabilities Act (ADA) standards for parking spaces (dimensions, van accessible parking spaces, etc.). Parking structure vertical clearance, van accessible parking spaces, should refer to Federal ADA guidelines; and.

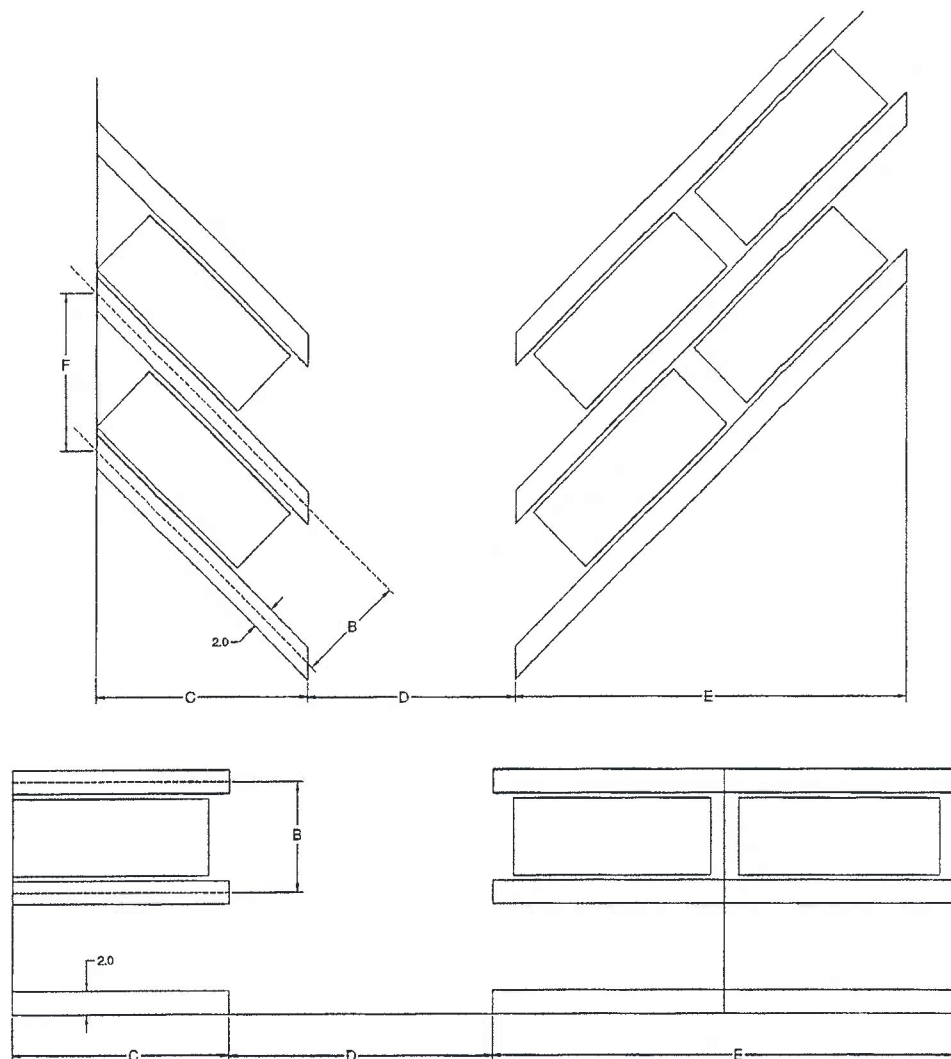


FIGURE 10-3 (1)

Table 10-3-3 – Parking Area Layout							
Space Dimensions in feet	Parking Angle <°	Stall Depth		Aisle Width		Stall width (B)	Curb Length (F)
		Single (C)	Double (E)	One Way (D)	Two Way (D)		
	30°	15.6	26.7	12	18	9.5	19.0
	45°	18.4	33.4	13	18	9.5	13.4
	60°	20	38.8	17	18	9.5	11.0
	70°	20.3	40.6	18	19	9.5	10.1
	80°	20	41.2	22	22	9.5	9.6
	90°	19	40.5	23	23	9.5	9.5

10-3-10: Bicycle Parking Requirements: All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the standards and subsections A-H, below.

A. Minimum Size Space: Bicycle parking shall be on a two (2) feet by six (6) feet minimum.

B. Minimum Required Bicycle Parking Spaces. Short term bicycle parking spaces shall be provided for all non-residential uses at a ratio of one bicycle space for every ten vehicle parking spaces. In calculating the number of required spaces, fractions shall be rounded up to the nearest whole number, with a minimum of two spaces.

C. Long Term Parking. Long term bicycle parking requirements are only for group living and multiple family uses (three or more units). The long term parking spaces shall be covered and secured and can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building; Multifamily= 1 per 4 units/ Group Living = 1 per 20 bedrooms/ Dormitory = 1 per 8 bedrooms.

D. Location and Design. Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space other than handicap parking, or fifty (50) feet, whichever is less.

E. Visibility and Security. Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage;

F. Lighting. For security, bicycle parking shall be at least as well lit as vehicle parking.

G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards. If bicycle parking cannot be provided safely, the Design Review Board may waive the bicycle parking requirements.

10-3-11: LOADING AREAS:

A. Purpose. The purpose of this section of the Code is to provide standards (1) for a minimum number of off-street loading spaces that will ensure adequate loading areas for large uses and developments, and (2) to ensure that the appearance of loading areas is consistent with that of parking areas.

B. Applicability. This section applies to residential projects with fifty (50) or more dwelling units, and non-residential and mixed-use buildings with 20,000 square feet or more total floor area.

C. Location

- A.** All necessary loading spaces for commercial and industrial buildings and uses shall be off the street and shall be provided in addition to the required parking spaces.
- B.** Vehicles in the berth shall not protrude into a public right of way or sidewalk. When possible, loading berths shall be located so that vehicles are not required to back or maneuver in a public street.
- C.** A school having a capacity greater than twenty five (25) students shall have a driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children.

CD. Number of Loading Spaces.

1. Residential buildings. Buildings where all of the floor area is in residential use shall meet the following standards:

- a. Fewer than fifty (50) dwelling units on a site that abuts a local street: No loading spaces are required.
- b. All other buildings: One (1) space.

2. Non-residential and mixed-use buildings. Buildings where any floor area is in non-residential uses shall meet the following standards:

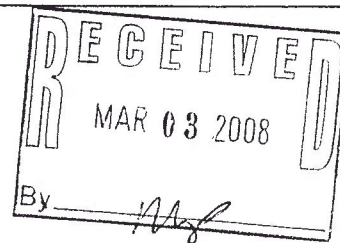
- a. Less than 20,000 square feet total floor area: No loading spaces required.
- b. 20,000 to 50,000 square feet of total floor area: One (1) loading space.
- c. More than 50,000 square feet of total floor area: Two (2) loading spaces.

DE. Size of Spaces. Required loading spaces shall be at least thirty-five (35) feet long and ten (10) feet wide, and shall have a height clearance of at least thirteen (13) feet.

EF. Placement, setbacks, and landscaping. Loading areas shall conform to the setback and perimeter landscaping standards in City of Florence Site Design Policies and Standards. Where parking areas are prohibited between a building and the street, loading areas are also prohibited. The decision body may approve a loading area adjacent to or within the street right-of-way through Site Design Review or Conditional Use Permit review, as applicable, where it finds that loading and unloading operations are short in duration (i.e., less than one hour), not obstruct traffic during peak traffic hours, or interfere with emergency response services.

Teresa Bishow

From: Teresa Bishow
Sent: Monday, March 03, 2008 3:52 PM
To: 'michelle.pezley@ci.florence.or.us.'
Cc: 'Sandra Belson'
Subject: Parking Code Amendments



TO: Florence Mayor and City Council.

In general, we support the Planning Commission's recommendations to amend the parking standards in the Florence City Code.

Please consider the following suggested changes:

1. To reduce the cost to administer the code, clarify in section 10-3-3 that, "Where a use is not specifically listed in this table, parking requirements are determined by the Planning Director by finding that a use is similar to one of those listed items in terms of parking needs..." The code appears to only allow the Design Review Board to consider the unique characteristics of a use and a separate parking demand analysis through a land use application being processed at the same time, such as Site Plan Review. In cases where the proposed use was not anticipated at the time of Site Plan Review and there are no required planning applications, City staff should have the authority to interpret and apply the code. If the Council does not want to provide staff this level of discretion, we suggest you add more uses to table 10-3-1.
2. To reduce the cost of housing, amend section 10-3-3 to remove the last sentence, "Parking in driveways does not count toward requirement minimum parking." Also amend section 10-3-8 to clarify that new detached single family dwellings and duplexes be provided as a carport or garage. Prohibiting a driveway space from counting towards off-street parking for other forms of housing unnecessarily adds to the cost of housing. For example, attached single family homes designed as rowhouses or townhomes can be attractively designed with a front loaded single car garage. The driveway leading up to the garage provides a second off-street parking space, if needed. This should count towards meeting required off-street parking.
3. To encourage efficient use of land, amend section 10-3-4 provide a mechanism to allow areas of a building that are used in common by all building occupants, such as a lobby, stairs and elevator to be removed for purposes of calculating required parking. If the square footage is based on the exterior of the building, the code will have the unintended impact of discouraging mixed uses within the same building and multi-story buildings. (If this type of change makes it hard to administer the code, please consider item 6 below at least for buildings that contain a mix of residential and commercial uses or that have at least two functional floors.)
4. To clarify parking requirements for senior housing, amend table 10-3-1 to include this use. In addition, please clarify how parking is to be calculated for nursing homes or assisted living facilities. It is unclear whether these uses require a separate parking demand analysis or whether they were inadvertently omitted from the table.
5. Consider allowing on-street parking to meet required parking needs when it is generally available to the public.
6. Consider granting flexibility in the code by incorporating the following text into 10-3-4: "**A parking reduction of up to 25 percent of the minimum requirement is allowed as a right of development.**" This standard is found in zoning codes in other Oregon cities as a way to encourage efficient land use. It recognizes that parking ratios are usually based on limited studies and do not take into account local conditions. The parking demands for a fast food restaurant, fine dining restaurant, and a bar are very different. To simplify the code, one standard is included and it is not based on the area for customers but the gross area of the building. Many cities are recognizing the benefits of allowing the developer to propose a parking ratio automatically up to 25% less than the minimum standard. In Eugene, areas intended for a mix of uses are automatically granted up to a 50% reduction in required parking in recognition of the benefits of shared parking by different users.

7. To reduce the impacts of parking, amend 10-3-8 to read, "Except parking for residential uses, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within **¼ mile or 1320 feet** of the use it serves..." Studies have shown that people will frequently consider walking (as opposed to driving) to places within a quarter mile. Off-site parking, especially for employees, can help create a vibrant area for other users, such as customers. There is a hidden cost to parking. Although employees may still be provided "free" parking, being able to locate it within a reasonable walking distance should be an option. As an alternative, please consider a code amendment that would allow parking within the same project or development site regardless of distance.

Thank you for the opportunity to submit written comments for the City Council.

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City Council of Florence OR

March 3, 2008

RE: Revised Parking Requirements

As owners of the building at 1010 Hwy 101 in Florence, we have the following concerns on the above subject. Please consider the following comments:

1- Applicability. Present code "Grandfathers" existing parking, except "new construction, enlargement, or change in use" (10-3-2-B). We assume that these are the only changes that would cause the new ordinance specifications to apply.

2- On-Street Parking. Model code allows on-street parking as a part of the total number of parking spaces, but this is not included in the draft. This office has always used on-street parking on 10th St. with no problems. Across the street, the PUD has used on-street parking extensively. We feel that this should be included as the model recommends.

3- Compact car Spaces. Your present ordinance allows these spaces to be counted as part of the parking requirement (10-3-2-G, Present Ord.). Draft does not include this. We have one compact space and feel that it should continue to be counted.

4- Shared Parking. We share parking with the Le Chateau Motel on a voluntary basis, to the advantage of each of us. We agree with the draft, as we understand it, to continue allowing shared parking.

Thank you very much for your consideration.

Bob & Gini Read

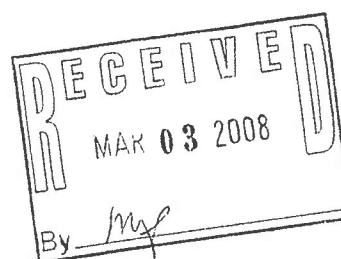


EXHIBIT 0



CITY OF FLORENCE
250 Highway 101
Florence, OR 97439

TO:

Attention: Plan Amendment
Specialist, DLCD
635 Capitol Street, NE
Suite 150
Salem, Oregon 97301-2540