

Amendments to the Oregon City Municipal Code

June 18, 2013

The following are proposed amendments with code sections numbered as they would be in the OCMC and are presented in adoption-ready format. Where new language is proposed to be added, it is underlined; where it is proposed to be removed, it is ~~struck through~~.

OCMC CHAPTER 12.04 - STREETS, SIDEWALKS AND PUBLIC PLACES

12.04.003 Applicability

- A. Compliance with this chapter is required for all Land Divisions, Site Plan and Design Review, Master Plan, Detailed Development Plan and Conditional Use applications and all public improvements.
- B. Compliance with this chapter is also required for new construction or additions which exceed 50 percent of the existing square footage, of all single and two-family dwellings. All applicable single and two-family dwellings shall provide any necessary dedications, easements or agreements as identified in the Transportation System Plan and this Chapter. In addition, the frontage of the site shall comply with the following prioritized standards identified in this chapter:
1. Improve street pavement, construct curbs, gutters, sidewalks and planter strips; and
 2. Plant street trees

The cost of compliance with the standards identified in 12.04.003.B.1 and 12.04.003.B.2 is limited to ten (10%) percent of the total construction costs. The value of the alterations and improvements as determined by the Community Development Director is based on the entire project and not individual building permits. It is the responsibility of the applicant to submit to the Community Development Director the value of the required improvements. Additional costs may be required to comply with other applicable requirements associated with the proposal such as access or landscaping requirements.

12.04.007 Modifications.

The review body may consider modification of this standard resulting from constitutional limitations restricting the City's ability to require the dedication of property or for any other reason, based upon the criteria listed below and other criteria identified in the standard to be modified. All modifications shall be processed through a Type II Land Use application and may require additional evidence from a transportation engineer or others to verify compliance.

Compliance with the following criteria is required:

- A. The modification meets the intent of the standard;
- B. The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclists and freight;
- C. The modification is consistent with an adopted plan; and
- D. The modification is complementary with a surrounding street design; or, in the alternative,
- E. If a modification is requested for constitutional reasons, the applicant shall demonstrate the constitutional provision or provisions to be avoided by the modification and propose a modification that complies with the state or federal constitution. The City shall be under no obligation to grant a modification in excess of that which is necessary to meet its constitutional obligations.

12.04.025 - Street design—Driveway Curb Cuts.

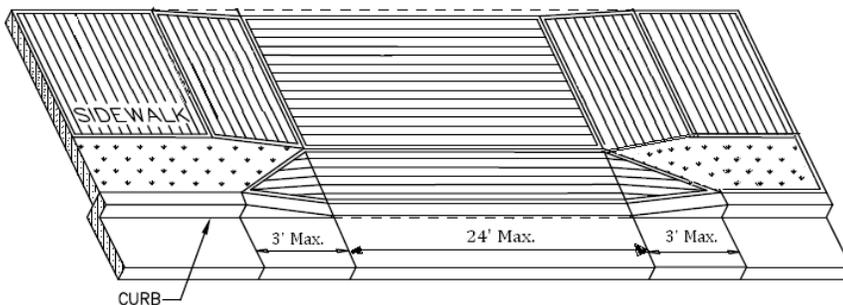
- A. One driveway shall be allowed per frontage. In no case shall more than two driveways be allowed on any single or two-family residential property with multiple frontages.
- BA. With the exception of the limitations identified in 12.04.025.C, all driveway curb cuts shall be limited to the following dimensions.

<u>Property Use</u>	<u>Minimum Driveway Width at sidewalk or property line</u>	<u>Maximum Driveway Width at sidewalk or property line</u>
<u>Single or Two-Family Dwelling with one Car Garage/Parking Space</u>	<u>10 feet</u>	<u>12 feet</u>
<u>Single or Two-Family Dwelling with two Car Garage/Parking Space</u>	<u>12 feet</u>	<u>24 feet</u>
<u>Single or Two-Family Dwelling with three or more Car Garages/Parking Space</u>	<u>18 feet</u>	<u>30 feet</u>
<u>Non Residential or Multi-Family Residential Driveway Access</u>	<u>15 feet</u>	<u>40 feet</u>

The driveway width abutting the street pavement may be extended 3 feet on either side of the driveway to accommodate turn movements. Driveways may be widened onsite in locations other than where the driveway meets sidewalk or property line (for example between the property line and the entrance to a garage).

Figure 12.04.025: Example Driveway Curb Cut

Single-Family Dwelling with a Two Car Garage



CA. To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, such as a cul-de-sac or dead-end street, the decision maker shall be authorized through a Type II process, unless another procedure applicable to the proposal applies, to minimize the number and size of curb cuts (including driveways) as far as practicable for any of the following purposes where any of the following conditions are necessary:

1. To provide adequate space for on-street parking;
2. To facilitate street tree planting requirements;
3. To assure pedestrian and vehicular safety by limiting vehicular access points; and
4. To assure that adequate sight distance requirements are met.

Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development, driveway curb cuts shall be limited to those widths as approved by the public works street standard drawings.

- a. Where the decision maker determines any of these situations exist or may occur due to the approval of a proposed development for non-residential uses or attached or multi-family housing, a shared driveway shall be required and limited to twenty-four feet in width adjacent to the sidewalk or property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements.

Shared residential driveways shall be limited to twenty four feet in width adjacent to the sidewalk and property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements. Non-residential development driveway curb cuts in these situations shall be limited to those widths as approved by the public works street standard drawings or as approved by the city engineer upon review of the vehicle turning radii

based on a professional engineer's design submittal.

b. Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development for detached housing within the "R-5" Single –Family Dwelling District or "R-3.5" Dwelling District, driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk or property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements.

DB. For all driveways, the following standards apply.

1. Each new or redeveloped curb cut shall have an approved concrete approach or asphalted street connection where there is no concrete curb and a minimum hard surface for at least ten feet and preferably twenty feet back into the lot as measured from the current edge of street pavement to provide for controlling gravel tracking onto the public street. The hard surface may be concrete, asphalt, or other surface approved by the city engineer.

~~2C. It shall be a code violation to drive~~ Driving vehicles, trailers, boats, or other wheeled objects across a sidewalk or roadside planter strip at a location other than an approved permanent or city-approved temporary driveway approach is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.

~~3D. It shall be a code violation to place~~ Placing soil, gravel, wood, or other material in the gutter or space next to the curb of a public street with the intention of using it as a permanent or temporary driveway is prohibited. Damages caused by such action shall be corrected by the adjoining property owner.

4E. Any driveway built within public street or alley right-of-way shall be built and permitted per city requirements as approved by the city engineer.

EF. Exceptions. The public works director reserves the right to waive this ~~policy in certain instances~~ standard, if it is determined through a Type II decision including written findings, that it is in the best interest of the public to do so.

~~Examples of allowable exceptions include:~~

- ~~1. Corner properties or properties adjacent to more than one street frontage provided at least one on-street parking space on each frontage remains available after the installation of a second driveway.~~
- ~~2. Special needs for disabled access.~~
- ~~3. When the size of the lot or the length of the street frontage is adequate to support more than one driveway, the installation of a driveway will result in the loss of no more than one on-street parking space and there is no shortage of on-street parking available for neighboring property.~~

~~In no case shall more than two driveways be allowed on any single family residential property.~~

~~G. Appeals. Decisions made by the public works director are final unless appealed in writing to the transportation advisory committee for review and recommendation to the city commission.~~

~~H. Failure to Comply. Failure to meet the intent of this section shall be a violation of this Code and enforceable as a civil infraction.~~

~~12.04.045 – Street Design – Constrained local streets and/or rights-of-way.~~

~~Any accessway with a pavement width of less than thirty two feet shall require the approval of the city engineer, community development director and fire chief and shall meet minimum life safety requirements, which may include fire suppression devices as determined by the fire marshal to assure an adequate level of fire and life safety. The standard width for constrained streets is twenty feet of paving with no on-street parking and twenty-eight feet with on-street parking on one side only. Constrained local streets shall maintain a twenty-foot wide unobstructed accessway. Constrained local streets and/or right of way shall comply with necessary slope easements, sidewalk easements and altered curve radius, as approved by the city engineer and community development director.~~

~~Table 12.04.045~~

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STREET DESIGN STANDARDS FOR LOCAL CONSTRAINED STREETS

	Minimum	Required
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Type of Street	Right-of-way	Pavement Width
Constrained local street	20 to 40	20 to less than 32 feet

12.04.095 – Street Design – Curb Cuts.

To assure public safety, reduce traffic hazards and promote the welfare of pedestrians, bicyclists and residents of the subject area, such as a cul-de-sac or dead-end street, the decision maker shall be authorized to minimize the number and size of curb cuts (including driveways) as far as practicable where any of the following conditions are necessary:

- A. To provide adequate space for on-street parking;
- B. To facilitate street tree planting requirements;
- C. To assure pedestrian and vehicular safety by limiting vehicular access points; and
- D. To assure that adequate sight distance requirements are met.

Where the decision maker determines any of these situations exist or may occur due to approval of a proposed development, single residential driveway curb cuts shall be limited to twelve feet in width adjacent to the sidewalk and property line and may extend to a maximum of eighteen feet abutting the street pavement to facilitate turning movements. Shared residential driveways shall be limited to twenty four feet in width adjacent to the sidewalk and property line and may extend to a maximum of thirty feet abutting the street pavement to facilitate turning movements. Non-residential development driveway curb cuts in these situations shall be limited to the minimum required widths based on vehicle turning radii based on a professional engineer's design submittal and as approved by the decision maker.

12.04.175 - Street design – Generally.

The location, width and grade of street shall be considered in relation to: existing and planned streets, topographical conditions, public convenience and safety for all modes of travel, existing and identified future transit routes and pedestrian/bicycle accessways, overlay districts, and the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. To the extent possible, proposed streets shall connect to all existing or approved stub streets that abut the development site. ~~Where location not shown in the development plan, the~~ The arrangement of streets shall either:

- A. Provide for the continuation or appropriate projection of existing principal streets in the surrounding area and on adjacent parcels or conform to a plan for the area approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical;
- B. Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of the development and the resulting dead-end street (stub) may be approved with a temporary turnaround as approved by the city engineer. Notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. Access control in accordance with section 12.04.200 shall be required to preserve the objectives of street extensions.

12.04.180 - Street design ~~Minimum right-of-way~~

~~All development shall provide adequate right-of-way and pavement width. Adequate right-of-way and pavement width shall be provided by:~~

- A. ~~Complying with the street design standards contained in the table provided in Chapter 12.04. The street design standards are based on the classification of streets that occurred in the Oregon City Transportation System Plan (TSP), in particular, the following TSP figures provide the appropriate classification for each street in Oregon City: Figure 5-1: Functional Classification System and New Roadway Connections; Figure 5-3: Pedestrian System Plan; Figure 5.6: Bicycle System Plan; and Figure 5.7: Public Transit System Plan. These TSP figures from the Oregon City Transportation System Plan are incorporated herein by reference in order to determine the classification of particular streets.~~

Type of Street	Maximum Right-of-Way Width	Pavement Width
Major arterial	124 feet	98 feet
Minor arterial	114 feet	88 feet
Collector street	86 feet	62 feet
Neighborhood-Collector street	81 feet	59 feet
Local street*	54 feet	32 feet
Alley	20 feet	16 feet

B.— The applicant may submit an alternative street design plan that varies from the street design standards identified above. An alternative street design plan may be approved by the city engineer if it is found the alternative allows for adequate and safe traffic, pedestrian and bicycle flows and transportation alternatives and protects and provides adequate multi-modal transportation services for the development as well as the

All development regulated by this Chapter shall provide street improvements in compliance with the standards in Figure 12.04.180 depending on the street classification set forth in the Transportation System Plan and the Comprehensive Plan designation of the adjacent property, unless an alternative plan has been adopted. The standards provided below are maximum design standards and may be reduced with an alternative street design which may be approved based on the modification criteria in 12.04.007. The steps for reducing the maximum design below are found in the Transportation System Plan.

Table 12.04.180 Street Design

To read the table below, select the road classification as identified in the Transportation System Plan and the Comprehensive Plan designation of the adjacent properties to find the maximum design standards for the road cross section. If the Comprehensive Plan designation on either side of the street differs, the wider right-of-way standard shall apply.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Major Arterial	Mixed Use, Commercial or Public/Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	120 ft.	88 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	N/A	(5) 14 ft. Lanes	6 ft.
	Residential	126 ft.	94 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.

Road Classification	Comprehensive Plan Designation	Right-of-Way Width	Pavement Width	Public Access	Sidewalk	Landscape Strip	Bike Lane	Street Parking	Travel Lanes	Median
Minor Arterial	Mixed Use, Commercial or Public/Quasi Public	116 ft.	94 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(5) 12 ft. Lanes	6 ft.
	Industrial	118 ft.	86 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(5) 12 ft. Lanes	N/A
	Residential	100 ft.	68 ft.	0.5 ft.	5 ft.	10.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	6 ft.

<u>Road Classification</u>	<u>Comprehensive Plan Designation</u>	<u>Right-of-Way Width</u>	<u>Pavement Width</u>	<u>Public Access</u>	<u>Sidewalk</u>	<u>Landscape Strip</u>	<u>Bike Lane</u>	<u>Street Parking</u>	<u>Travel Lanes</u>	<u>Median</u>
Collector	Mixed Use, Commercial or Public/Quasi Public	86 ft.	64 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		6 ft.	8 ft.	(3) 12 ft. Lanes	N/A
	Industrial	88 ft.	62 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 12 ft. Lanes	N/A
	Residential	85 ft.	59 ft.	0.5 ft.	5 ft.	7.5 ft.	6 ft.	7 ft.	(3) 11 ft. Lanes	N/A

<u>Road Classification</u>	<u>Comprehensive Plan Designation</u>	<u>Right-of-Way Width</u>	<u>Pavement Width</u>	<u>Public Access</u>	<u>Sidewalk</u>	<u>Landscape Strip</u>	<u>Bike Lane</u>	<u>Street Parking</u>	<u>Travel Lanes</u>	<u>Median</u>
Local	Mixed Use, Commercial or Public/Quasi Public	62 ft.	40 ft.	0.5 ft.	10.5 ft. sidewalk including 5 ft.x5 ft. tree wells		N/A	8 ft.	(2) 12 ft. Lanes	N/A
	Industrial	60 ft.	38 ft.	0.5 ft.	5 ft.	5.5 ft.	(2) 19 ft. Shared Space		N/A	
	Residential	54 ft.	32 ft.	0.5 ft.	5 ft.	5.5 ft.	(2) 16 ft. Shared Space		N/A	

1. Pavement width includes, bike lane, street parking, travel lanes and median.
2. Public access, sidewalks, landscape strips, bike lanes and on-street parking are required on both sides of the street in all designations. The right-of-way width and pavement widths identified above include the total street section.
3. A 0.5' foot curb is included in landscape strip or sidewalk width.
4. Travel lanes may be through lanes or turn lanes.
5. The 0.5' foot public access provides access to adjacent public improvements.
6. Alleys shall have a minimum right-of-way width of 20 feet and a minimum pavement width of 16 feet. If alleys are provided, garage access shall be provided from the alley.

12.04.190 Street Design--Alignment.

The centerline of streets shall be:

- A. Aligned with existing streets by continuation of the centerlines; or
- B. Offset from the centerline by no more than ~~five~~ 10(5) feet, provided appropriate mitigation, in the judgment of the City Engineer, is provided to ensure that the offset intersection will not pose a safety hazard.

12.04.194 Traffic Sight Obstructions

All new streets shall comply with the Traffic Sight Obstructions in eChapter 10.32.

12.04.195 – Minimum Street Intersection Spacing Standards Spacing Standards

A.—All new development and redevelopment shall meet the following Public intersection spacing standards

Table 12.04.040 - Public Street Intersection Spacing Standards

	Distance in Feet between Streets of Various Classifications									
	Between Arterial and Arterial	Between Arterial and Collector	Between Arterial and Neighborhood Collector	Between Arterial and Local Street	Between Street and Collector Street and Collector	Between Neighborhood and Collector Street	Between Collector and Local Street	Between Local Street and Collector and Local Street	Between Neighborhood Collector and Local Street	Between two adjacent Local Streets
Measured along an Arterial Street	1320	800	600	300	600	300	150	150	150	150
Measured along a Collector Street	800	800	600	300	600	300	150	150	150	150
Measured along a Neighborhood Collector Street	800	600	300	300	300	150	150	150	150	150
Measured along a Local Street	600	600	300	300	300	150	150	150	150	150

Note: With regard to public intersection spacing standards, same distances apply to both major arterial and minor arterial streets. In this table, the term "arterial" applies to both major arterial and minor arterial streets.

or

B. A lesser distance between intersections may be allowed, provided appropriate mitigation, in the judgment of the City Engineer, is provided to ensure that the reduction in intersection spacing will not pose a safety hazard.

- A. All new streets shall be designed as local streets unless otherwise designated as arterials and collectors in Figure 8 in the Transportation System Plan. The maximum block spacing between streets is 530 feet and the minimum block spacing between streets is 150 feet as measured between the right-of-way centerlines. If the maximum block size is exceeded, pedestrian accessways must be provided every 330 feet. The spacing standards within this section do not apply to alleys.
- B. All new development and redevelopment shall meet the minimum driveway spacing standards identified in Table 12.04.195.B.

<u>Street Functional Classification</u>	<u>Minimum Driveway Spacing Standards</u>	<u>Distance</u>
<u>Major Arterial Streets</u>	<u>Minimum distance from a street corner to a driveway for all uses and</u> <u>Minimum distance between driveways for uses other than single and two-family dwellings</u>	<u>175 ft.</u>
<u>Minor Arterial Streets</u>	<u>Minimum distance from a street corner to a driveway for all uses and</u> <u>Minimum distance between driveways for uses other than single and two-family dwellings</u>	<u>175 ft.</u>
<u>Collector Streets</u>	<u>Minimum distance from a street corner to a driveway for all uses and</u> <u>Minimum distance between driveways for uses other than single and two-family dwellings</u>	<u>100 ft.</u>

Table 12.04.195.B Minimum Driveway Spacing Standards		
<u>Street Functional Classification</u>	<u>Minimum Driveway Spacing Standards</u>	<u>Distance</u>
<u>Local Streets</u>	<u>Minimum distance from a street corner to a driveway for all uses and</u> <u>Minimum distance between driveways for uses other than single and two-family dwellings</u>	<u>25 ft.</u>
<u>The distance from a street corner to a driveway is measured along the right-of-way from the edge of the intersection right-of-way to the nearest portion of the driveway and the distance between driveways is measured at the nearest portions of the driveway at the right-of-way.</u>		

12.04.199 Pedestrian and Bicycle Accessways

Pedestrian/bicycle accessways are intended to provide direct, safe and convenient connections between residential areas, retail and office areas, institutional facilities, industrial parks, transit streets, neighborhood activity centers, rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, and transit-orientated developments where public street connections for automobiles, bicycles and pedestrians are unavailable.

Pedestrian/bicycle accessways are appropriate in areas where public street options are unavailable, impractical or inappropriate. Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right-of-way at intervals not exceeding three-hundred-and-thirty feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.

A. Entry points shall align with pedestrian crossing points along adjacent streets and with adjacent street intersections.

B. Accessways shall be free of horizontal obstructions and have a nine-foot, six-inch high vertical clearance to accommodate bicyclists. To safely accommodate both pedestrians and bicycles, accessway right-of-way widths shall be as follows:

1. Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five foot planter strip and a three foot planter strip.
2. If an accessway also provides secondary fire access, the right-of-way width shall be at least twenty-three feet wide with a fifteen-foot paved surface a five foot planter strip and a three foot planter strip.

C. Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway. On-street parking shall be prohibited within fifteen feet of the intersection of the accessway with public streets to preserve safe sight distance and promote safety.

D. To enhance pedestrian and bicycle safety, accessways shall be lighted with pedestrian-scale lighting. Accessway lighting shall be to a minimum level of one-half foot-candles, a one and one-half foot-candle average, and a maximum to minimum ratio of seven-to-one and shall be oriented not to shine upon adjacent properties. Street lighting shall be provided at both entrances.

E. Accessways shall comply with Americans with Disabilities Act (ADA).

F. The planter strips on either side of the accessway shall be landscaped along adjacent property by installation of the following:

1. Within the three foot planter strip, an evergreen hedge screen of thirty to forty-two inches high or shrubs spaced no more than four feet apart on average;
2. Ground cover covering one hundred percent of the exposed ground. No bark mulch shall be allowed except under the canopy of shrubs and within two feet of the base of trees;
3. Within the five foot planter strip, two-inch minimum caliper trees with a maximum of thirty-five feet of separation between the trees to increase the tree canopy over the accessway;

4. In satisfying the requirements of this section, evergreen plant materials that grow over forty-two inches in height shall be avoided. All plant materials shall be selected from the Oregon City Native Plant List.

G. Accessways shall be designed to prohibit unauthorized motorized traffic. Curbs and removable, lockable bollards are suggested mechanisms to achieve this.

H. Accessway surfaces shall be paved with all-weather materials as approved by the city. Pervious materials are encouraged. Accessway surfaces shall be designed to drain stormwater runoff to the side or sides of the accessway. Minimum cross slope shall be two percent.

I. In parks, greenways or other natural resource areas, accessways may be approved with a five-foot wide gravel path with wooden, brick or concrete edgings .

J. The Community Development Director may approve an alternative accessway design due to existing site constraints through the modification process set forth in Section 12.04.007.

K. Ownership, liability and maintenance of accessways.

To ensure that all pedestrian/bicycle accessways will be adequately maintained over time, the hearings body shall require one of the following:

- 1 Dedicate the accessways to the public as public right-of-way prior to the final approval of the development; or
- 2 The developer incorporates the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.

12.04.200 Street Design – Constrained Local Streets and/or Rights-of-Way.

Any accessway with a pavement width of less than thirty two feet shall require the approval of the City Engineer, Community Development Director and Fire Chief and shall meet minimum life safety requirements, which may include fire suppression devices as determined by the fire marshal to assure an adequate level of fire and life safety. The standard width for constrained streets is twenty feet of paving with no on-street parking and twenty-eight feet with on-street parking on one side only. Constrained local streets shall maintain a twenty-foot wide unobstructed accessway. Constrained local streets and/or right-of-way shall comply with necessary slope easements, sidewalk easements and altered curve radius, as approved by the City Engineer and Community Development Director.

	Minimum	Required
Type of Street	Right-of-Way	Pavement Width
Constrained local street	30 to 40 feet	20 to less than 32 feet

12.04.205 - Intersection level of Service Mobility Standards.

When reviewing new developments, the City of Oregon City requires all relevant intersections to be maintained at the minimum acceptable Level Of Service (LOS) upon full build-out of the proposed development. The minimum acceptable LOS standards are as follows:

A. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.

B. For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.

C. ~~For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.~~

Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the facilities identified in subsection D below, to be maintained at or below the following mobility standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the next highest hour before or after the first hour. Except as provided otherwise below, this may require the installation of mobility improvements as set forth in the Transportation System Plan or as otherwise identified by the City Transportation Engineer.

A. For intersections within the Regional Center, the following mobility standards apply:

1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
3. Intersections located on the Regional Center boundary shall be considered within the Regional Center.

B. For intersections outside of the Regional Center but designated on the Arterial and Thoroughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:

1. During the first hour, a maximum v/c ratio of 0.99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

C. For intersections outside the boundaries of the Regional Center and not designated on the Arterial and Thoroughway Network, as defined in the Regional Transportation Plan, the following mobility standards apply:

1. For signalized intersections:
 - a. During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
 - b. During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
2. For unsignalized intersections outside of the boundaries of the Regional Center:
 - a. For unsignalized intersections, during the peak hour, all movements serving more than 20 vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than 20 vehicles during the peak hour.

D. Until the City adopts new performance measures that identify alternative mobility targets, the City shall exempt proposed development that is permitted, either conditionally, outright, or through detailed development master plan approval, from compliance with the above-referenced mobility standards for the following state-owned facilities:

- I-205 / OR 99E Interchange
- I-205 / OR 213 Interchange
- OR 213 / Beaver Creek Road
- State intersections located within or on the Regional Center Boundaries

1. In the case of conceptual development approval for a master plan that impacts the above references intersections:
 - a. the form of mitigation will be determined at the time of the detailed development plan review for subsequent phases utilizing the Code in place at the time the detailed development plan is submitted; and
 - b. only those trips approved by a detailed development plan review are vested.
2. Development which does not comply with the mobility standards for the intersections identified in 12.04.205.D shall provide for the improvements identified in the Transportation System Plan (TSP) in an effort to improve intersection mobility as necessary to offset the impact caused by development. Where required by other provisions of the Code, the applicant shall provide a traffic impact study that includes an assessment of the development's impact on the intersections identified in this exemption and shall construct the intersection improvements listed in the TSP or required by the Code.

12.04.220 Street Design--Half Street.

Half streets, while generally not acceptable, may be approved where essential to the development, when in conformance with all other applicable requirements, and where it will not create a safety hazard. When approving half streets, the decision maker must first determine that it will be practical to require the dedication of the other half of the street when the adjoining property is divided or developed. Where the decision maker approves a half street, the applicant must construct an additional ten feet of pavement width so as to make the half street safe and usable until such time as the other half is constructed. Whenever a half street is adjacent to property capable of being divided or developed, the other half of the street shall be provided and improved when that adjacent property divides or develops. Access Control as described in ~~12.04.200~~ may be required to preserve the objectives of half streets.

When the remainder of an existing half-street improvement is made it shall include the following items: dedication of required right-of-way, construction of the remaining portion of the street including pavement, curb and gutter, landscape strip, sidewalk, street trees, lighting and other improvements as required for that particular street. It shall also include at a minimum the pavement replacement to the centerline of the street. Any damage to the existing street shall be repaired in accordance with the City's "Moratorium Pavement Cut Standard" or as approved by the City Engineer.

12.04.225 - Street design—Cul-de-sacs and dead-end streets.

The city discourages the use of cul-de-sacs and permanent dead-end streets except where construction of a through street is found by the decision maker to be impracticable due to topography or some significant physical constraint such as ~~unstable soils~~ geologic hazards, wetland, natural or historic resource areas, dedicated open space, existing development patterns, ~~or~~ arterial access restrictions or similar situation as determined by the Community Development Director. When permitted, access from new cul-de-sacs and permanent dead-end streets shall be limited to have a maximum of 25 dwelling units and a maximum street length of three hundred fifty two hundred feet, as measured from the right-of-way line of the nearest intersecting street to the back of the cul-de-sac curb face. In addition, cul-de-sacs and dead end roads shall and include pedestrian/bicycle accessways as provided in Section 17.90.220 of required in this code and Chapter 12.24. This section is not intended to preclude the use of curvilinear eyebrow widening of a street where needed ~~to provide adequate lot coverage~~.

Where approved, cul-de-sacs shall have sufficient radius to provide adequate turn-around for emergency vehicles in accordance with Fire District and City adopted street standards. Permanent dead-end streets other than cul-de-sacs shall provide public street right-of-way / easements sufficient to provide turn-around space with appropriate no-parking signs or markings for waste disposal, sweepers, and other long vehicles in the form of a hammerhead or other design to be approved by the decision maker. Driveways shall be encouraged off the turnaround to provide for additional on-street parking space.

12.04.260 - Street design—Transit.

Streets shall be designed and laid out in a manner that promotes pedestrian and bicycle circulation. The applicant shall coordinate with ~~Tri-Met transit agencies~~ where the application impacts transit streets as identified in ~~17.04.1310~~ ~~Figure 5.7: Public Transit System Plan of the Oregon City Transportation System Plan~~. Pedestrian/bicycle access ways shall be provided as necessary in ~~conformance with the requirements in Section 17.90.220 of this code and Chapter 12.24.12.04~~ to minimize the travel distance to transit streets and stops and neighborhood activity centers. The decision maker may require provisions, including easements, for transit facilities along transit streets where a need for bus stops, bus pullouts or other transit facilities within or adjacent to the development has been identified.

OCMC CHAPTER 12.24 PEDESTRIAN/BICYCLE ACCESSWAYS

Delete entire chapter.

OCMC CHAPTER 16.12 - MINIMUM IMPROVEMENTS AND DESIGN STANDARDS FOR LAND DIVISIONS

16.12.015 - Street design—Generally.

Street design standards for all new development and land divisions shall comply with Chapter 12.04—~~Street Design Standards~~. Development shall demonstrate compliance with Chapter 12.04 - Streets, Sidewalks and Public Places.

~~16.12.025 - Blocks—Length.~~

~~Block lengths for local streets and collectors shall not exceed five hundred feet between through streets, as measured between nearside right-of-way lines.~~

~~16.12.035 - Blocks—Pedestrian and bicycle access.~~

~~A. To facilitate the most practicable and direct pedestrian and bicycle connections to adjoining or nearby neighborhood activity centers, public rights-of-way, and pedestrian/bicycle accessways which minimize out-of-direction travel, subdivisions shall include pedestrian/bicycle access ways between discontinuous street right of way where the following applies:~~

- ~~1. Where a new street is not practicable;~~
- ~~2. Through excessively long blocks at intervals not exceeding five hundred feet of frontage as measured between nearside right-of-way lines;~~
- ~~3. Where the lack of street continuity creates inconvenient or out of direction travel patterns for local pedestrian or bicycle trips.~~

~~B. Pedestrian/bicycle accessways shall be provided:~~

- ~~1. To provide direct access to nearby neighborhood activity centers, transit streets and other transit facilities;~~
- ~~2. Where practicable, to provide direct access to other adjacent developments and to adjacent undeveloped property likely to be subdivided or otherwise developed in the future;~~
- ~~3. To provide direct connections from cul-de-sacs and internal private drives to the nearest available street or neighborhood activity center;~~
- ~~4. To provide connections from cul-de-sacs or local streets to arterial or collector streets.~~

~~C. An exception may be made where the community development director determines that construction of a separate accessway is not feasible due to physical or jurisdictional constraints. Such evidence may include but is not limited to:~~

- ~~1. That other federal, state or local requirements prevent construction of an accessway;~~
- ~~2. That the nature of abutting existing development makes construction of an accessway impracticable;~~
- ~~3. That the accessway would cross an area affected by an overlay district in a manner incompatible with the purposes of the overlay district;~~
- ~~4. That the accessway would cross topography consisting predominantly of slopes over twenty five percent;~~
- ~~5. That the accessway would terminate at the urban growth boundary and extension to another public right-of-way~~

~~is not part of an adopted plan.~~

~~D. Pedestrian/bicycle accessways shall comply with the development standards set out in Section 12.24 of this code, with the ownership, liability and maintenance standards in Section 12.24 of this code, and with such other design standards as the city may adopt.~~

16.12.095 Minimum Improvements--Public Facilities and Services.

The following minimum improvements shall be required of all applicants for a land division under Title 16, unless the decision-maker determines that any such improvement is not proportional to the impact imposed on the City's public systems and facilities:

A. Transportation System. Applicants and all subsequent lot owners shall be responsible for improving the city's planned level of service on all public streets, including alleys within the land division and those portions of public streets adjacent to but only partially within the land division. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for street improvements that benefit the applicant's property. Applicants are responsible for designing and providing adequate vehicular, bicycle and pedestrian access to their developments and for accommodating future access to neighboring undeveloped properties that are suitably zoned for future development. Storm drainage facilities shall be installed and connected to off-site natural or man-made drainageways. Upon completion of the street improvement survey, the applicant shall reestablish and protect monuments of the type required by ORS 92.060 in monument boxes with covers at every public street intersection and all points of curvature and points of tangency of their center line, and at such other points as directed by the city engineer.

B. Stormwater Drainage System. Applicants shall design and install drainage facilities within land divisions and shall connect the development's drainage system to the appropriate downstream storm drainage system as a minimum requirement for providing services to the applicant's development. The applicant shall obtain county or state approval when appropriate. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for stormwater drainage improvements that benefit the applicant's property. Applicants are responsible for extending the appropriate storm drainage system to the development site and for providing for the connection of upgradient properties to that system. The applicant shall design the drainage facilities in accordance with city drainage master plan requirements, Chapter 13.12 and the Public Works Stormwater and Grading Design Standards.

C. Sanitary Sewer System. The applicant shall design and install a sanitary sewer system to serve all lots or parcels within a land division in accordance with the city's sanitary sewer design standards, and shall connect those lots or parcels to the city's sanitary sewer system, except where connection is required to the county sanitary sewer system as approved by the county. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for sanitary sewer improvements that benefit the applicant's property. Applicants are responsible for extending the city's sanitary sewer system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development. The applicant shall obtain all required permits and approvals from all affected jurisdictions prior to final approval and prior to commencement of construction. Design shall be approved by the city engineer before construction begins.

D. Water System. The applicant shall design and install a water system to serve all lots or parcels within a land division in accordance with the city public works water system design standards, and shall connect those lots or parcels to the city's water system. All applicants shall execute a binding agreement to not remonstrate against the formation of a local improvement district for water improvements that benefit the applicant's property. Applicants are responsible for extending the city's water system to the development site and through the applicant's property to allow for the future connection of neighboring undeveloped properties that are suitably zoned for future development.

E. Sidewalks. The applicant shall provide for sidewalks on both sides of all public streets, on any private street if so required by the decision-maker, and in any special pedestrian way within the land division. Exceptions to this

requirement may be allowed in order to accommodate topography, trees or some similar site constraint. In the case of major or minor arterials, the decision-maker may approve a land division without sidewalks where sidewalks are found to be dangerous or otherwise impractical to construct or are not reasonably related to the applicant's development. The decision-maker may require the applicant to provide sidewalks concurrent with the issuance of the initial building permit within the area that is the subject of the land division application. Applicants for partitions may be allowed to meet this requirement by executing a binding agreement to not remonstrate against the formation of a local improvement district for sidewalk improvements that benefit the applicant's property.

F. Bicycle Routes. If appropriate to the extension of a system of bicycle routes, existing or planned, the decision-maker may require the installation of separate bicycle lanes within streets and separate bicycle paths.

G. Street Name Signs and Traffic Control Devices. ~~The applicant shall pay the city and the city installs street name signs at all street intersections.~~ The applicant shall install street signs and traffic control devices as directed by the city engineer. Street name signs and traffic control devices shall be in conformance with all applicable city regulations and standards.

H. Street Lights. The applicant shall install street lights which shall be served from an underground source of supply. Street lights shall be in conformance with all city regulations.

I. Street Trees. Refer to Chapter 12.08, Street Trees.

J. Bench Marks. At least one bench mark shall be located within the subdivision boundaries using datum plane specified by the city engineer.

K. Other. The applicant shall make all necessary arrangements with utility companies or other affected parties for the installation of underground lines and facilities. Electrical lines and other wires, including but not limited to communication, street lighting and cable television, shall be placed underground.

L. Oversizing of Facilities. All facilities and improvements shall be designed to city standards as set out in the city's facility master plan, public works design standards, or other city ordinances or regulations. Compliance with facility design standards shall be addressed during final engineering. The city may require oversizing of facilities to meet standards in the city's facility master plan or to allow for orderly and efficient development. Where oversizing is required, the applicant may request reimbursement from the city for oversizing based on the city's reimbursement policy and funds available, or provide for recovery of costs from intervening properties as they develop.

M. Erosion Control Plan--Mitigation. The applicant shall be responsible for complying with all applicable provisions of Chapter 17.47 with regard to erosion control.

OCMC CHAPTER 17.04 – DEFINITIONS

17.04.030 "Accessway, pedestrian/bicycle" means any off-street path or way as described in Chapter ~~12.24~~12.04, intended primarily for pedestrians or bicycles and which provides direct routes within and from new developments to residential areas, retail and office areas, transit streets and neighborhood activity centers.

17.04.712 "Major transit stop" means transit centers, high capacity transit stations, major bus stops, inter-city bus passenger terminals, inter-city rail passenger terminals, and bike-transit facilities as shown in the Regional Transportation Plan.

17.04.800 "Neighborhood activity center" refers to land uses which attract or are capable of attracting a ~~greater than average level of pedestrian activity.~~ Neighborhood activity centers include, but are not limited to, parks, schools, retail store and service areas, shopping centers, recreational centers, meeting rooms, theaters, museums, transit stops and other pedestrian-oriented uses. ~~substantial amount of pedestrian use. Neighborhood activity centers include, but are not limited to, parks, schools, retail store and service areas, shopping centers, recreational centers, meeting rooms, theaters, museums and other pedestrian oriented uses.~~

17.04.1310 "Transit street" means any street identified as an existing or planned bus, rail or mass transit route by a transit agency or a street on which transit operates.~~any street identified as an existing or planned bus or light rail transit route as shown in the city's transportation master plan (1989 or as subsequently amended).~~

17.04.1312 "Transportation facilities" shall include construction, operation, and maintenance of travel lanes, bike lanes and facilities, curbs, gutters, drainage facilities, sidewalks, transit stops, landscaping, and related improvements located within rights-of-ways controlled by a public agency, consistent with the City Transportation System Plan.

TRANSPORTATION FACILITIES ARE TO BE IDENTIFIED AS A PERMITTED USE IN ALL ZONING DESIGNATIONS WITH THE ADDITION OF THE FOLLOWING CODE SECTIONS:

17.08.020.J. Transportation facilities

17.10.020.J. Transportation facilities

17.12.020.J. Transportation facilities

17.14.020.J. Transportation facilities

17.16.020.K. Transportation facilities

17.18.020.I. Transportation facilities

17.29.020.AA. Transportation facilities

17.31.020.Q. Transportation facilities

17.36.020.O. Transportation facilities

17.37.020.O. Transportation facilities

17.39.020.G. Transportation facilities

OCMC CHAPTER 17.34 "MUD"—MIXED-USE DOWNTOWN DISTRICT

~~**17.34.070.H**—Parking Standards. The minimum number of off-street vehicular parking stalls required in Chapter 17.52 may be reduced by fifty percent.~~

OCMC CHAPTER 17.52 OFF-STREET PARKING AND LOADING

17.52.15 Planning Commission Adjustment of Parking Standards.

A. Purpose: The purpose of permitting a Planning Commission Adjustment to Parking Standards is to provide for flexibility in modifying parking standards in all zoning districts, without permitting an adjustment that would adversely impact the surrounding or planned neighborhood. The purpose of an adjustment is to provide flexibility to those uses which may be extraordinary, unique or to provide greater flexibility for areas that can accommodate a denser development pattern based on existing infrastructure and ability to access the site by means of walking, biking or transit. An adjustment to a minimum or maximum parking standard may be approved based on a determination by the Planning Commission that the adjustment is consistent with the purpose of this Code, and the approval criteria can be met.

B. Procedure: A request for a Planning Commission Parking Adjustment shall be initiated by a property owner or authorized agent by filing a land use application. The application shall be accompanied by a site plan, drawn to scale, showing the dimensions and arrangement of the proposed development and parking plan, the extent of the adjustment requested along with findings for each applicable approval criteria. A request for a parking adjustment shall be processed as a Type III application as set forth in Chapter 17.50.

C. Approval criteria for the adjustment are as follows:

1. Documentation: The applicant shall document that the individual project will require an amount of parking that is different from that required after all applicable reductions have been taken.
2. Parking analysis for surrounding uses and on- street parking availability- The applicant must show that there is a continued 15% parking vacancy in the area adjacent to the use during peak parking periods and that the applicant

has permission to occupy this area to serve the use pursuant to the procedures set forth by the Community Development Director.

- a. For the purposes of demonstrating the availability of on street parking as defined in 17.52.020.B.3 , the applicant shall undertake a parking study during time periods specified by the Community Development Director. The time periods shall include those during which the highest parking demand is anticipated by the proposed use. Multiple observations during multiple days shall be required. Distances are to be calculated as traversed by a pedestrian that utilizes sidewalks and legal crosswalks or an alternative manner as accepted by the Community Development Director.
- b. The onsite parking requirements may be reduced based on the parking vacancy identified in the parking study. The amount of the reduction in onsite parking shall be calculated as follows:
 - i. Vacant on-street parking spaces within 300 feet of the site will reduce onsite parking requirements by 0.5 parking spaces; and
 - ii. Vacant on-street parking spaces between 300 and 600 feet of the will reduce onsite parking requirements by 0.2 parking spaces.

- 3. Function and Use of Site: The applicant shall demonstrate that modifying the amount of required parking spaces will not significantly impact the use or function of the site and/or adjacent sites;
- 4. Compatibility: The proposal is compatible with the character, scale and existing or planned uses of the surrounding neighborhood;
- 5. Safety: The proposal does not significantly impact the safety of adjacent properties and Rights-of-Way.
- 6. Services: The proposal will not create a significant impact to public services, including fire and emergency services.

17.52.020 Number of automobile spaces required. *(replace section with the following)*

A. The number of parking spaces shall comply with the minimum and maximum standards listed in Table 17.52.020. The parking requirements are based on spaces per one thousand square feet ~~gross~~ net leasable area unless otherwise stated.

<u>Table 17.52.020</u> <u>Number of automobile spaces required.</u>		
LAND USE	PARKING REQUIREMENTS	
	MINIMUM	MAXIMUM
Single Family Dwelling	1.00 per unit	
Multi-Family: Studio	1.00 per unit	1.5 per unit
Multi-Family: 1 bedroom	1.25 per unit	2.00 per unit
Multi-Family: 2 bedroom	1.5 per unit	2.00 per unit
Multi-Family: 3 bedroom	1.75 per unit	2.50 per unit
Hotel, /Motel	1.0 per guest room	1.25 per guest room
Welfare/ Correctional Institution	1 per 7 beds	1 per 5 beds
Senior housing, including congregate care, residential care and assisted living facilities; nursing homes and other types of group homes;	1 per 7 beds	1 per 5 beds
Hospital	2.00	4.00

Religious Assembly Building	0.25 per seat	0.5 per seat
Preschool Nursery/Kindergarten	2.00	3.00
Elementary/Middle School	1 per classroom	1 per classroom + 1 per administrative employee + 0.25 per seat in auditorium/assembly room/stadium
High School, College, Commercial School for Adults	0.20 per # staff and students	0.30 per # staff and students
Auditorium, Meeting Room, Stadium, Religious Assembly Building, movie theater,	.25 per seat	0.5 per seat
Retail Store, Shopping Center, Restaurants	4.10	5.00
Office	2.70	3.33
Medical or Dental Clinic	2.70	3.33
Sports Club, Recreation Facilities	Case Specific	5.40
Storage Warehouse, Freight Terminal	0.30 per gross thousand square feet	0.40 per gross thousand square feet
Manufacturing, Wholesale Establishment	1.60 per gross thousand square feet	1.67 per gross thousand square feet
Light Industrial, Industrial Park	1.3	1.60

1. Multiple Uses. In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.
 2. Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.
 3. Where calculation in accordance with the above list results in a fractional space, any fraction less than one-half shall be disregarded and any fraction of one-half or more shall require one space.
 4. The minimum required parking spaces shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for storage of vehicles or materials or for the parking of vehicles used in conducting the business or use.
 5. A Change in use within an existing building located in the MUD Design District is exempt from additional parking requirements. Additions to an existing building and new construction are required to meet the minimum parking requirements for the areas as specified in Table 17.52.020 for the increased square footage.
- B. Parking requirements can be met either onsite, or offsite by meeting the following conditions:**
1. 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 (e.g. the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly, up to a maximum reduction of 50%, as determined by the community development director.
 2. Shared parking. Required parking facilities for two 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 overlay (e.g., uses primarily of a daytime versus nighttime nature), that the

shared parking facility is within 1,000 feet of the potential uses, and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument authorizing the joint use.

3. On-Street Parking. On-street parking may be counted toward the minimum standards when it is on the street face abutting the subject land use. An on-street parking space must not obstruct a required clear vision area and it shall not violate any law or street standard. On-street parking for commercial uses shall conform to the following standards:

a. Dimensions. The following constitutes one on-street parking space:

1. Parallel parking, each [22] feet of uninterrupted and available curb;

2. [45/60] degree diagonal, each with [15] feet of curb;

3. 90 degree (perpendicular) parking, each with [12] feet of curb.

4. 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.

C. Reduction of the Number of Automobile Spaces Required. The required number of parking stalls may be reduced in the

Downtown Parking Overlay District: 50% reduction in the minimum number of spaces required is allowed prior to seeking further reductions in sections 2 and 3 below

1. Transit Oriented Development. For projects not located within the Downtown Parking Overlay District, the Community Development Director may reduce the required number of parking stalls up to 25% when it is determined that a project in a commercial center (60,000 square feet or greater of retail or office use measured cumulatively within a 500 foot radius) or multi-family development with over 80 units, is adjacent to or within 1,320 feet of an existing or planned public transit street and is within 1,320 feet of the opposite use (commercial center or multi-family development with over 80 units)

2. Reduction in Parking for Tree Preservation. The Community Development Director may grant an adjustment to any standard of this requirement provided that the adjustment preserves a regulated tree or grove so that the reduction in the amount of required pavement can help preserve existing healthy trees in an undisturbed, natural condition. The amount of reduction must take into consideration any unique site conditions and the impact of the reduction on parking needs for the use, and must be approved by the Community Development Director. This reduction is discretionary.

3. Transportation Demand Management. The Community Development Director may reduce the required number of parking stalls up to 25% when a parking-traffic study prepared by a traffic engineer demonstrates:

a. Alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking space demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and further that the Transportation Demand Management Program promotes or achieves parking utilization lower than minimum city parking requirements.

b. Transportation Demand Management (TDM) Program has been developed for approval by, and is approved by the City Engineer. The plan will contain strategies for reducing vehicle use and parking demand generated by the development and will be measured annually. If, at the annual assessment, the City determines the plan is not successful, the plan may be revised. If the City determines that no good-faith effort has been made to implement the plan, the City may take enforcement actions.

17.52.030.E Carpool and Vanpool Parking. New office and industrial developments with seventy-five or more parking spaces, and new hospitals, government offices, group homes, nursing and retirement homes, schools and transit park-and-ride facilities with fifty or more parking spaces, shall identify the spaces available for employee, student and commuter parking and designate at least five percent, but not fewer than two, of those spaces for exclusive carpool and vanpool parking. Carpool and vanpool parking spaces shall be located closer to the main employee, student or

commuter entrance than all other employee, student or commuter parking spaces with the exception of ~~handicapped~~ ADA accessible parking spaces. The carpool/vanpool spaces shall be clearly marked "Reserved - Carpool/Vanpool Only."

17.52.040 - Bicycle parking standards.

A. Purpose-Applicability. To encourage bicycle transportation to help reduce principal reliance on the automobile, and to ensure bicycle safety and security, bicycle parking shall be provided in conjunction with all uses other than single-family dwellings or duplexes.

B. Number of Bicycle Spaces Required. For any use not specifically mentioned in Table A, the bicycle parking requirements shall be the same as the use which, as determined by the Community Development Director, is most similar to the use not specifically mentioned. Calculation of the number of bicycle parking spaces required shall be determined in the manner established in Section 17.52.020 for determining automobile parking space requirements. Modifications to bicycle parking requirements may be made through the Site Plan and Design, Conditional Use, or Master Plan review process.

TABLE A Required Bicycle Parking Spaces*

Where two options for a requirement are provided, the option resulting in more bicycle parking applies. Where a calculation results in a fraction, the result is rounded up to the nearest whole number.

USE	<u>MINIMUM BICYCLE PARKING</u>	<u>MINIMUM BICYCLE PARKING – COVERED</u> – The following percentage of bicycle parking is required to be covered
Multiple <u>Multi-family</u> (three or more units)	1 per 10 units (minimum of 2)	<u>50%</u> (minimum of 1)
Institutional		
Welfare institution	1 per 2010 auto spaces	
Correctional institution	1 per 30 15 auto spaces (minimum of 2)	<u>30%</u> (minimum of 1)
Nursing home <u>or</u> care facility, sanitarium	1 per 30 auto spaces (minimum of 2)	<u>30%</u> (minimum of 1)
Hospital	1 per 20 auto spaces (minimum of 2)	<u>30%</u> (minimum of 1)
Park-and-ride lot	5 1 per 5 auto spaces acre, at least one of which is a locker (minimum of 2)	<u>50%</u> (minimum of 1)
Transit center	5 1 per 5 auto spaces center at least one of which is a locker (minimum of 2)	<u>50%</u> (minimum of 1)
Parks and open space	2, or 1 per 10 auto spaces (minimum of 2)	<u>0%</u>
Public parking lots	1 per 20 10 auto spaces (minimum of 2)	<u>50%</u> (minimum of 1)
Automobile parking structures	1 per 20 10 auto spaces (minimum of 4)	<u>80%</u> (minimum of 2)

USE	<u>MINIMUM BICYCLE PARKING</u>	<u>MINIMUM BICYCLE PARKING – COVERED</u> – The following percentage of bicycle parking is required to be covered
Religious institutions, <u>movie theater, auditorium or meeting room</u>	1 per 20 auto spaces (minimum of 2)	<u>30% (minimum of 1)</u>
Libraries, museums	1 per 10 auto spaces (minimum of 2)	<u>30% (minimum of 1)</u>
Preschool, nursery, kindergarten	<u>2 per classroom</u> (minimum of 2)	<u>50% (minimum of 1)</u>
Elementary, junior high	4 per classroom (minimum of 2)	<u>50% (minimum of 1)</u>
<u>Junior high and High school</u>	2 per classroom (minimum of 2)	<u>50% (minimum of 2)</u>
College, business/commercial schools	2 per classroom (minimum of 2)	<u>50% (minimum of 1)</u>
Other auditorium/meeting room	1 per 20 auto spaces (minimum of 2)	
Swimming pools, gymnasiums, ball courts	1 per 10 auto spaces (minimum of 2)	<u>30% (minimum of 1)</u>
Retail stores and shopping centers	1 per 20 auto spaces (minimum of 2)	<u>50% (minimum of 2)</u>
Retail stores handling exclusively bulky merchandise such as automobile, boat or trailer sales or rental	1 per 40 auto spaces (minimum of 2)	<u>0%</u>
Bank, office	1 per 20 auto spaces (minimum of 2)	<u>50% (minimum of 1)</u>
Medical and dental clinic	1 per 20 auto spaces (minimum of 2)	<u>50% (minimum of 1)</u>
Convenience food store	1 per 10 auto spaces	
Furniture and appliance stores	1 per 40 auto spaces	
Eating and drinking establishment,	1 per 20 auto spaces (minimum of 2)	<u>0%</u>
Gasoline service station	12-per 10 auto spaces (minimum of 2)	<u>0%</u>

*Covered bicycle parking is not required for developments with 2 or fewer stalls.

C. Security of Bicycle Parking Location of Bicycle Parking

Bicycle parking facilities shall be secured. Acceptable secured bicycle parking area shall be in the form of a lockable enclosure onsite, secure room in a building onsite, a covered or uncovered rack onsite, bicycle parking within the adjacent right-of-way or another form of secure parking where the bicycle can be stored, as approved by the decision maker. All bicycle racks and lockers shall be securely anchored to the ground or to a structure. Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience and, when in the right-of-way shall comply with clearance and ADA requirements.

1. ~~Bicycle parking shall be located on-site, in one or more convenient, secure and accessible location. The City~~

~~Engineer and the community development director may permit the bicycle parking to be provided within the public right-of-way. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings. If a building has two or more main building entrances, the review authority may require bicycle parking to be distributed to serve all main building entrances, as it deems appropriate.~~

~~2. Bicycle parking areas shall be clearly marked or visible from on-site buildings or the street. If a bicycle parking area is not plainly visible from the street or main building entrance, a sign must be posted indicating the location of the bicycle parking area. Indoor bicycle parking areas shall not require stairs to access the space unless approved by the community development director.~~

~~3. All bicycle parking areas shall be located to avoid conflicts with pedestrian and motor vehicle movement.~~

~~a. Bicycle parking areas shall be separated from motor vehicle parking and maneuvering areas and from arterial streets by a barrier or a minimum of five feet.~~

~~b. Bicycle parking areas shall not obstruct pedestrian walkways; provided, however, that the review authority may allow bicycle parking in the public sidewalk where this does not conflict with pedestrian accessibility.~~

~~4. Accessibility.~~

~~a. Outdoor bicycle areas shall be connected to main building entrances by pedestrian accessible walks.~~

~~b. Outdoor bicycle parking areas shall have direct access to a public right-of-way.~~

~~D. Bicycle parking facilities shall offer security in the form of either a lockable enclosure or a stationary rack to which the bicycle can be locked. All bicycle racks and lockers shall be securely anchored to the ground or to a structure.~~

~~Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience.~~

Location of Bicycle Parking

1. Bicycle parking shall be located on-site, in one or more convenient, secure and accessible location. The City Engineer and the Community Development Director may permit the bicycle parking to be provided within the right-of-way provided adequate clear zone and ADA requirements are met. If sites have more than one building, bicycle parking shall be distributed as appropriate to serve all buildings. If a building has two or more main building entrances, the review authority may require bicycle parking to be distributed to serve all main building entrances, as it deems appropriate.

2. Bicycle parking areas shall be clearly marked or visible from on-site buildings or the street. If a bicycle parking area is not plainly visible from the street or main building entrance, a sign must be posted indicating the location of the bicycle parking area. Indoor bicycle parking areas shall not require stairs to access the space unless approved by the community development director.

3. All bicycle parking areas shall be located to avoid conflicts with pedestrian and motor vehicle movement.

a. Bicycle parking areas shall be separated from motor vehicle parking and maneuvering areas and from arterial streets by a barrier or a minimum of five feet.

b. Bicycle parking areas shall not obstruct pedestrian walkways; provided, however, that the review authority may allow bicycle parking in the right-of-way where this does not conflict with pedestrian accessibility.

4. Accessibility.

a. Outdoor bicycle areas shall be connected to main building entrances by pedestrian accessible walkways.

b. Outdoor bicycle parking areas shall have direct access to a right-of-way.

c. Outdoor bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or 50 feet, whichever is less, unless otherwise determined by the community development director, city engineer, or planning commission.

17.52.090 - Loading Areas

A. Purpose.

1. The purpose of this section is to provide adequate loading areas for commercial, office, retail and industrial uses that do not interfere with the operation of adjacent streets.

B. Applicability.

1. Section 17.52.090 applies to uses that are expected to have service or delivery truck visits with a 40-foot or longer

wheelbase, at a frequency of one or more vehicles per week. The City Engineer and decision maker shall determine through Site Plan and Design Review the number, size, and location of required loading areas, if any.

C. Standards.

1. The off-street loading space shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Applicants are advised to provide complete and accurate information about the potential need for loading spaces because the City Engineer or decision maker may restrict the use of other public right-of-way to ensure efficient loading areas and reduce interference with other uses.

2. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.

3. The City Engineer and decision maker, through Site Plan and Design Review, may approve a loading area adjacent to or within a street right-of-way when all of the following loading and unloading operations conditions are met:

- a. Short in duration (i.e., less than one hour);
- b. Infrequent (less than three operations daily between 5:00 a.m. and 12:00 a.m. or all operations between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone);
- c. Does not obstruct traffic during peak traffic hours;
- d. Does not interfere with emergency response services; and
- e. Is acceptable to the applicable roadway authority.

OCMC CHAPTER 17.62 - SITE PLAN AND DESIGN REVIEW

17.62.050.A.2. Vehicular Access and Connectivity.

- a. Parking areas shall be located behind buildings, below buildings, or on one or both sides of buildings.
- b. Ingress and egress locations on ~~public~~ thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.
- c. Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.
- d. Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the community development director.
- e. Where no alley access is available, the development shall be configured to allow only one driveway per frontage. On corner lots, the driveway(s) shall be located off of the side street (unless the side street is an arterial) and away from the street intersection. Shared driveways shall be required as needed to accomplish the requirements of this section. The location and design of pedestrian access from the ~~public~~-sidewalk shall be emphasized so as to be clearly visible and distinguishable from the vehicular access to the site. Special landscaping, paving, lighting, and architectural treatments may be required to accomplish this requirement.
- f. Driveways that are at least 24 feet wide shall align with existing or planned streets on adjacent sites.
- gf. Development shall be required to provide existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements where applicable. Such easements shall be required in addition to applicable street dedications as required in Chapter 12.04.
- h. Vehicle and pedestrian access easements may serve in lieu of streets when approved by the decision maker only where dedication of a street is deemed impracticable by the city.
- i. Vehicular and pedestrian easements shall allow for public access and shall comply with all applicable pedestrian access requirements.
- j. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future. k. Parcels larger than three acres shall provide streets as required in Chapter 12.04. The streets shall connect with existing or planned streets adjacent to the site.

lg. ~~Parking garage entries (both individual, private and shared parking garages) shall not dominate the streetscape. They shall be designed and situated to be ancillary to the use and architecture of the ground floor. This standard applies to both public garages and any individual private garages, whether they front on a street or private interior access road.~~

mh. ~~Buildings containing above-grade structured parking shall screen such parking areas with landscaping or landscaped berms, or incorporate contextual architectural elements that complement adjacent buildings or buildings in the area. Upper level parking garages shall use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.~~

17.62.050.A.15.

~~Adequate right-of-way and improvements to streets, pedestrian ways, bike routes and bikeways, and transit facilities shall be provided and be consistent with the city's transportation master plan and design standards and this title. Consideration shall be given to the need for street widening and other improvements in the area of the proposed development impacted by traffic generated by the proposed development. This shall include, but not be limited to, improvements to the right-of-way, such as installation of lighting, signalization, turn lanes, median and parking strips, traffic islands, paving, curbs and gutters, sidewalks, bikeways, street drainage facilities and other facilities needed because of anticipated vehicular and pedestrian traffic generation. Compliance with 12.04 - Streets, Sidewalks and Public Places shall be sufficient to achieve right-of-way and improvement adequacy.~~

~~When approving land use actions, Oregon City requires all relevant intersections to be maintained at the minimum acceptable level of service (LOS) upon full build-out of the proposed land use action. The minimum acceptable LOS standards are as follows:~~

- ~~a. For signalized intersection areas of the city that are located outside the Regional Center boundaries a LOS of "D" or better for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of critical movements.~~
- ~~b. For signalized intersections within the Regional Center boundaries a LOS "D" can be exceeded during the peak hour; however, during the second peak hour, LOS "D" or better will be required as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0.~~
- ~~c. For unsignalized intersection throughout the city a LOS "E" or better for the poorest approach and with no movement serving more than twenty peak hour vehicles operating at worse than LOS "F" will be tolerated for minor movements during a peak hour.~~

17.62.050.A.16. ~~If a transit agency Tri-Met, upon review of an application for an industrial, institutional, retail or office development, recommends that a bus stop, bus turnout lane, bus shelter, accessible bus landing pad, lighting, or transit stop connection be constructed, or that an easement or dedication be provided for one of these uses, consistent with an agency adopted or approved plan at the time of development, the review authority shall require such improvement, using designs supportive of transit use. Improvements at a major transit stop may include intersection or mid-block traffic management improvements to allow for crossings at major transit stops, as identified in the Transportation System Plan.~~

OCMC CHAPTER 17.65 – MASTER PLANS

~~17.65.050.C.2 The transportation system has sufficient capacity based on the city's level of service standards and is capable of supporting the development proposed in addition to the existing and planned uses in the area, or will be made adequate. Development shall demonstrate compliance with Chapter 12.04 - Streets, Sidewalks and Public Places.~~

OCMC CHAPTER 17.56 – CONDITIONAL USE

~~17.56.010.A.3 The site and proposed development are timely, considering the adequacy of transportation systems,~~

~~public facilities and services existing or planned for the area affected by the use.~~ Development shall demonstrate compliance with Chapter 12.04 - Streets, Sidewalks and Public Places.