



**CITY OF BEAVERTON
STAFF REPORT**

HEARING DATE: December 19, 2018

STAFF REPORT DATE: December 12, 2018

TO: Planning Commission

STAFF: Jana Fox, Current Planning Manager
Molly Rabinovitz, Parking Manager

SUBJECT: **TA2018-0004 (Temporary Displaced Parking Text Amendment)**

REQUEST: The City proposes to amend the Beaverton Development Code to allow for the off-site placement of temporarily displaced parking and construction worker parking due to development activity on private property. The update affects Chapters 40 and 60 of the Development Code.

APPLICANT: City of Beaverton

APPLICABLE CRITERIA: Development Code Section 40.85.15.1.C.1-7 (Text Amendment Approval Criteria)

RECOMMENDATION: Staff recommend the Planning Commission review the proposal, take public testimony, deliberate on the proposal and make a recommendation to City Council.

1. Summary of Proposed Text Amendment

The text amendment proposes to amend the Beaverton Development Code to allow for the off-site placement of temporarily displaced parking and construction worker parking due to development activity on private property. This proposed new Temporary Use application would allow for off-street parking to be located temporary off-site during development/redevelopment. Specific provisions and their intent are discussed in Exhibit 1.3.

As Beaverton continues to plan for and achieve more dense development, including full block development, the challenges associated with development and redevelopment, particularly related to parking continue to grow. As underutilized sites, including exiting surface parking lots, are redeveloped required and/or existing parking may be displaced to accommodate construction. Ways to allow for off-site temporary placement of required parking are needed as the demand for the parking does not necessarily diminish during

construction. The proposed Temporary Use application is not intended to replace or amend permanent parking requirements, only to allow for temporary placement of parking off-site during construction. Final developments will continue to be required to accommodate required parking per current code standards. Contractor parking is another consideration during development, on large construction sites with a limited on-street parking network and/or no off-street space for parking congestion issues can impact adjacent businesses and residents. This proposal would also allow for temporary construction parking to be accommodated off-site. As previously noted parking may only be displaced during permitted construction, this would not allow temporary parking on off-site locations not associated with approved development projects.

2. Public Comment

Public notice was provided consistent with Section 50.50 of the Development Code. No public testimony has been received.

3. Facts and Findings

Section 40.85.15.1.C of the Development Code specifies that in order to approve a Text Amendment application, the decision-making authority shall make findings of fact, based on evidence provided by the applicant, that all of the criteria specified in Section 40.85.15.1.C.1-7 are satisfied. The following are the findings of fact for TA2018-0004 (Temporary Displaced Parking Text Amendment):

Development Code Approval Criteria

1. The proposal satisfies the threshold requirements for a Text Amendment application.

Section 40.85.15.1.A specifies that an application for a text amendment shall be required when there is proposed any change to the Development Code, excluding changes to the zoning map. TA2018-0004 proposes to make changes to chapters 40 and 60 of the Development Code, as shown in Exhibits 1.1 and 1.2. Therefore, staff find that approval criterion one has been met.

2. All City application fees related to the application under consideration by the decision-making authority have been submitted.

Policy Number 470.001 of the City's Administrative Policies and Procedures manual states that fees for a City initiated application are not required where the application fee would be paid from the City's General Fund. The Planning Division, which is a General Fund program, initiated the application. Therefore, the payment of an application fee is not required. Staff find that approval criterion two is not applicable.

3. The proposed text amendment is consistent with the provisions of the Metro Urban Growth Management Functional Plan.

Metro's Urban Growth Management Functional Plan (UGMFP) is the document that defines how local governments are to implement the Metro Regional Goals and Objectives. The UGMFP is comprised of the following titles:

- Title 1: Requirements for Housing and Employment Accommodations
- Title 2: Regional Parking Policy (Repealed and moved to Title 4 of the Regional Transportation Functional Plan (RTFP))
- Title 3: Water Quality and Flood Management
- Title 4: Industrial and Other Employment Areas
- Title 5: Neighbor Cities and Rural Reserves
- Title 6: Centers, Corridors, Station Communities and Main Streets
- Title 7: Housing Choice
- Title 8: Compliance Procedures
- Title 9: Performance Measures (Repealed)
- Title 10: Functional Plan Definitions
- Title 11: Planning for New Urban Areas
- Title 12: Protection of Residential Neighborhoods
- Title 13: Nature in Neighborhoods
- Title 14: Urban Growth Boundary

The City is required to bring its land use regulations into conformance with the UGMFP. The Development Code has been amended to incorporate several Policies of the UGMFP. This proposed text amendment does not conflict with the UGMFP.

No new land uses are proposed, the intent of the adoption is to allow for required parking temporarily displaced by development construction to be located off site for the duration of construction. No changes to the parking requirements in the development code are proposed, only allowances for temporarily displace parking locations. No substantive changes are proposed which would conflict with the UGMFP. Therefore, staff find that approval criterion three has been met.

4. *The proposed text amendment is consistent with the City's Comprehensive Plan.*

The Comprehensive Plan does not address the temporary displacement of parking, however many Comprehensive Plan policies address the desire for the City to promote urban development in mixed use, commercial and employment areas. In order for that level of dense development and redevelopment to occur existing parking often must be displaced, the current code does not have provisions to address the necessary temporary displacement. The proposal will not involve changes to required parking standards or the final parking required to be constructed with development or redevelopment.

Comprehensive Plan Compliance Summary: Therefore, staff find that the proposed amendment complies with all applicable Comprehensive Plan policies and is consistent with the City's Comprehensive Plan and that approval criterion four has been met.

5. The proposed text amendment is consistent with other provisions within the City's Development Code.

Staff proposes to modify Chapter 40 and Chapter 60 of the development code to allow for temporarily displaced parking due to development to be placed off-site during construction. The proposed change to Chapter 60 allows for temporary displaced parking as an exception to the requirement that required parking be located on the same site as the use it is serving. The proposed amendments do not create conflicts with other provisions of the Development Code. Therefore, staff find that the approval criterion has been met.

6. The proposed amendment is consistent with all applicable City ordinance requirements and regulations.

Staff has not identified any other applicable City ordinance requirements and regulations that would be affected by the proposed text amendment. Therefore, staff find that approval criterion six has been met.

7. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

Staff have determined that there are no other applications and documents related to the request that will require further City approval. Therefore, staff find that approval criterion seven has been met.

Other applicable approval criteria

As a post-acknowledgement amendment to the City's Development Code, the proposed text amendment is subject to ORS 197.175(1), which requires that the City demonstrate that the proposed text amendment be consistent with the relevant Statewide Planning Goals. Staff have determined that the following goals apply:

Goal 1

Goal 2

Goal 1 Citizen Involvement To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Staff find that the City has provided adequate notice and opportunity for public involvement for the proposed text amendment and public hearing.

Goal 2 Land Use Planning To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

Staff find that the proposed text amendment fits within the established process and framework. Furthermore, the findings contained within this report establish an adequate factual basis for the proposal.

State Land Use Goal Compliance Summary: Therefore, staff find that the proposed text amendment complies with all of the applicable State Planning Goals.

4. Conclusions

Based on the facts and findings presented, staff conclude that the proposed amendment to the Development Code is consistent with all the text amendment approval criteria of Section 40.85.15.1.C.1-7.

5. Staff Recommendation(s)

Staff offers the following recommendation for the conduct of the December 19, 2018 public hearing for TA2018-0004 (Temporary Displaced Parking Text Amendment):

- A. Conduct the public hearing and receive all public testimony relating to the proposal.
- B. Considering the public testimony and the facts and findings presented in the staff report, deliberate on policy issues and other issues identified by the Commission or the public.
- C. Recommend **APPROVAL** of text amendment application TA2018-0004 (Temporary Displaced Parking Text Amendment) to the City Council.

6. Exhibits

Exhibit 1.1 Proposed Text

Exhibit 1.2 Proposed Text-Clean Copy

Exhibit 1.3 Proposed Text Amendment Commentary Matrix

40.80.15. Application.

There are ~~four (4)~~ five (5) Temporary Use applications which are as follows: Temporary Mobile Sales, Temporary Non-Mobile Sales, Temporary Structure, ~~and~~ Temporary Real Estate Office, and Temporary Displaced Parking.

.....

40.80.15

5. Temporary Displaced Parking.

- A. Threshold. An application for Temporary Displaced Parking shall be required when the following threshold applies:

 - 1. The placement of temporarily displaced parking due to development activity on private property.
 - 2. The placement of temporary construction worker parking due to development activity on private property.
- B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Temporary Displaced Parking. The decision making authority is the Director.
- C. Approval Criteria. In order to approve a Temporary Displaced Parking application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

 - 1. The proposal satisfies the threshold requirements for a Temporary Displaced Parking application.
 - 2. All City application fees related to the application under consideration by the decision making authority have been submitted.
 - 3. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.
 - 4. The proposal does not utilize on-street parking to provide temporary displaced parking.

EXHIBIT 1.1
Proposed Text TA2018-0004

5. The proposed displaced parking is located in an area that has a gravel or impervious surface.
6. The proposed displaced parking will not increase the quantity, or decrease the quality, of the surface water runoff from the subject site.
7. The proposed displaced parking will not pose a threat to the public safety or convenience.
8. The proposal for displaced parking is associated with an approved development application or proposed concurrently with a land use application submittal.
9. The need for the proposed displaced parking is caused by an inability to accommodate parking on the development site due to construction activity.
10. The proposed displaced parking will not be located within the vision clearance area of an intersection as specified in the Engineering Design Manual and Standard Drawings.
11. The proposed displaced parking will not occupy or obstruct minimum required parking spaces for another use or site. The following tools may be used to show that minimum parking for another use or site will be maintained:
 - a. An approved Excess Parking determination application through Section 40.55.15.3 of the Development Code, demonstrating that not all of the minimum required parking is being used by the permanent use located on the subject site.
 - b. Information that demonstrates different peak parking demand hours for the uses reliant on the required parking. The proposal shall include sufficient parking to accommodate overlapping periods of use for the duration of the Temporary Displaced Parking use.
12. Safe vehicle and pedestrian circulation is provided consistent with Section 60.55. (Transportation Facilities) of the Development Code.

13. The proposed displaced parking is located within ¼ mile of the development activity site or is combined with a transportation access plan that includes private shuttle or one-seat-ride transit access with a maximum service headway of 20 minutes during peak hours and no more than a two (2) mile radius from the use dependent on the parking.
14. The proposal includes a plan for permitting, monitoring, and enforcing the proper use of the displaced parking.
15. The number of parking spaces provided meets the minimum required parking for the use(s) being displaced and is no greater than the number of spaces being displaced.
16. Any displaced ADA parking spaces must be replaced at a one-to-one ratio and meet ADA access requirements.
17. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

D. Submission Requirements. An application for Temporary Displaced Parking shall be made by the owner of the development creating the need for the displaced parking, the owner's authorized agent, or the owner of the property where the Temporary Displaced Parking will be located, on a form provided by the Director that shall be filed with the Director. The Temporary Displaced Parking application shall be accompanied by the information required by the application form and by Section 50.25. (Application Completeness).

E. Conditions of Approval. All applications for Temporary Use Displaced Parking shall comply with the conditions stated below. The decision making authority may impose additional conditions to ensure compliance with the approval criteria.

1. The Temporary Displaced Parking use shall cease with the issuance of a Certificate of Occupancy for the project that displaced required parking.
2. Temporary Displaced Parking activities shall be conducted at the particular location(s) authorized and is not transferable to additional or alternative location(s).

3. The permittee of the Temporary Displaced Parking use shall make a copy of the City approval available for inspection upon request by the City.
4. Signage shall be permitted for Temporary Displaced Parking consistent with Section 60.40.15.6.

.....

60.30.10

10. Location of Vehicle Parking.

- A. All required off-street parking spaces shall be provided on the same property as upon which the use requiring the parking spaces, with the following exceptions: is located.
 1. By approving a Parking Determination application for Shared Parking, the ~~D~~decision ~~M~~making ~~A~~authority may permit the required off-street parking spaces in Residential, Commercial, and Industrial zoning districts to be located on any property within 500 feet of the property whereupon which the use requiring the parking is located; ~~for uses within Residential, Commercial, and Industrial and, in Multiple Use~~ zoning districts, ~~or~~ on any lot within any distance. ~~For uses within Multiple Use zoning districts.~~
 2. By approving a Temporary Displaced Parking application, the decision making authority may permit parking displaced by development to be located off site temporarily, in accordance with the provisions of Section 40.80.15.5.

40.80.15. Application.

There are five (5) Temporary Use applications which are as follows: Temporary Mobile Sales, Temporary Non-Mobile Sales, Temporary Structure, Temporary Real Estate Office, and Temporary Displaced Parking.

.....

40.80.15

5. Temporary Displaced Parking.

- A. **Threshold.** An application for Temporary Displaced Parking shall be required when the following threshold applies:
 - 1. The placement of temporarily displaced parking due to development activity on private property.
 - 2. The placement of temporary construction worker parking due to development activity on private property.

- B. **Procedure Type.** The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Temporary Displaced Parking. The decision making authority is the Director.

- C. **Approval Criteria.** In order to approve a Temporary Displaced Parking application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:
 - 1. The proposal satisfies the threshold requirements for a Temporary Displaced Parking application.
 - 2. All City application fees related to the application under consideration by the decision making authority have been submitted.
 - 3. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.
 - 4. The proposal does not utilize on-street parking to provide temporary displaced parking.

EXHIBIT 1.2

Proposed Text TA2018-0004-Clean Copy

5. The proposed displaced parking is located in an area that has a gravel or impervious surface.
6. The proposed displaced parking will not increase the quantity, or decrease the quality, of the surface water runoff from the subject site.
7. The proposed displaced parking will not pose a threat to the public safety or convenience.
8. The proposal for displaced parking is associated with an approved development application or proposed concurrently with a land use application submittal.
9. The need for the proposed displaced parking is caused by an inability to accommodate parking on the development site due to construction activity.
10. The proposed displaced parking will not be located within the vision clearance area of an intersection as specified in the Engineering Design Manual and Standard Drawings.
11. The proposed displaced parking will not occupy or obstruct minimum required parking spaces for another use or site. The following tools may be used to show that minimum parking for another use or site will be maintained:
 - a. An approved Excess Parking determination application through Section 40.55.15.3 of the Development Code, demonstrating that not all of the minimum required parking is being used by the permanent use located on the subject site.
 - b. Information that demonstrates different peak parking demand hours for the uses reliant on the required parking. The proposal shall include sufficient parking to accommodate overlapping periods of use for the duration of the Temporary Displaced Parking use.
12. Safe vehicle and pedestrian circulation is provided consistent with Section 60.55. (Transportation Facilities) of the Development Code.

EXHIBIT 1.2

Proposed Text TA2018-0004-Clean Copy

13. The proposed displaced parking is located within $\frac{1}{4}$ mile of the development activity site or is combined with a transportation access plan that includes private shuttle or one-seat-ride transit access with a maximum service headway of 20 minutes during peak hours and no more than a two (2) mile radius from the use dependent on the parking.
 14. The proposal includes a plan for permitting, monitoring, and enforcing the proper use of the displaced parking.
 15. The number of parking spaces provided meets the minimum required parking for the use(s) being displaced and is no greater than the number of spaces being displaced.
 16. Any displaced ADA parking spaces must be replaced at a one-to-one ratio and meet ADA access requirements.
 17. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.
- D. **Submission Requirements.** An application for Temporary Displaced Parking shall be made by the owner of the development creating the need for the displaced parking, the owner's authorized agent, or the owner of the property where the Temporary Displaced Parking will be located, on a form provided by the Director that shall be filed with the Director. The Temporary Displaced Parking application shall be accompanied by the information required by the application form and by Section 50.25. (Application Completeness).
- E. **Conditions of Approval.** All applications for Temporary Use Displaced Parking shall comply with the conditions stated below. The decision making authority may impose additional conditions to ensure compliance with the approval criteria.
1. The Temporary Displaced Parking use shall cease with the issuance of a Certificate of Occupancy for the project that displaced required parking.
 2. Temporary Displaced Parking activities shall be conducted at the particular location(s) authorized and is not transferable to additional or alternative location(s).

3. The permittee of the Temporary Displaced Parking use shall make a copy of the City approval available for inspection upon request by the City.
4. Signage shall be permitted for Temporary Displaced Parking consistent with Section 60.40.15.6.

.....

60.30.10

10. Location of Vehicle Parking.

- A. All required off-street parking spaces shall be provided on the same property as the use requiring the spaces, with the following exceptions:
 1. By approving a Parking Determination application for Shared Parking, the decision making authority may permit the required off-street parking spaces in Residential, Commercial, and Industrial zoning districts to be located on any property within 500 feet of the property where the use requiring the parking is located; and, in Multiple Use zoning districts, on any lot within any distance.
 2. By approving a Temporary Displaced Parking application, the decision making authority may permit parking displaced by development to be located off site temporarily, in accordance with the provisions of Section 40.80.15.5.



Commentary is for information only.
 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

TA 2018-0004

DRAFT
 AMENDMENTS TO THE BEAVERTON DEVELOPMENT CODE
 TEMPORARY DISPLACED PARKING

Section 1. Chapter 40 – APPLICATIONS, is amended as follows:

Proposed Text Amendment	Commentary
<p>Chapter 40, Section 40.80.15 (Temporary Use)</p>	
<p>40.80.15. Application.</p> <p>There are four (4) <u>five (5)</u> Temporary Use applications which are as follows: Temporary Mobile Sales, Temporary Non-Mobile Sales, Temporary Structure, and Temporary Real Estate Office, <u>and Temporary Displaced Parking.</u></p>	<p><i>Updating the number of Temporary Use applications and list of applications to reflect the proposed new application.</i></p>
<p><u>5. Temporary Displaced Parking.</u></p> <p><u>A. Threshold. An application for Temporary Displaced Parking shall be required when the following threshold applies:</u></p> <ol style="list-style-type: none"> <u>1. The placement of temporarily displaced parking due to development activity on private property.</u> <u>2. The placement of temporary construction worker parking due to development activity on private property.</u> 	<p><i>Creates a new Temporary Use application type, Temporary Displaced Parking and thresholds for the application. Thresholds include temporary displaced parking from a development site and construction worker parking not located on the development site.</i></p>
<p><u>B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Temporary Displaced Parking. The decision making authority is the Director.</u></p>	<p><i>Setting procedure type for the application. Type 1 is the same application type as all other Temporary Use applications.</i></p>

Commentary is for information only.
Proposed new language is underlined.
Proposed deleted language is ~~stricken~~.

<p><u>C. Approval Criteria. In order to approve a Temporary Displaced Parking application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:</u></p> <ol style="list-style-type: none"> <u>1. The proposal satisfies the threshold requirements for a Temporary Displaced Parking application.</u> <u>2. All City application fees related to the application under consideration by the decision making authority have been submitted.</u> <u>3. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.</u> 	<p><i>Standard approval criteria for all land use applications.</i></p>
<ol style="list-style-type: none"> <u>4. The proposal does not utilize on-street parking to provide temporary displaced parking.</u> 	<p><i>This criterion is intended to not allow on-street parking to count for required off-street parking.</i></p>
<ol style="list-style-type: none"> <u>5. The proposed displaced parking is located in an area that has a gravel or impervious surface.</u> <u>6. The proposed displaced parking will not increase the quantity, or decrease the quality, of the surface water runoff from the subject site.</u> 	<p><i>These criteria are intended to only allow parking on surfaces already suitable for parking and not to modify any surface water runoff which could trigger expensive storm water upgrades. These criteria were created in conjunction with Engineering and Site Development Staff.</i></p>
<ol style="list-style-type: none"> <u>7. The proposed displaced parking will not pose a threat to the public safety or convenience.</u> 	<p><i>This criterion is intended to ensure that the proposed parking does not impact public safety.</i></p>
<ol style="list-style-type: none"> <u>8. The proposal for displaced parking is associated with an approved development application or proposed concurrently with a land use application submittal.</u> 	<p><i>This criteria ensures that only temporary displaced parking associated with an approved development is applicable for this application.</i></p>

Commentary is for information only.
Proposed new language is underlined.
Proposed deleted language is ~~stricken~~.

<p>9. <u>The need for the proposed displaced parking is caused by an inability to accommodate parking on the development site due to construction activity.</u></p>	<p><i>This criteria limits applicable developments to those that are unable to accommodate displaced parking on the development site. If the needed parking can be accommodated on site then this Temporary Use is not applicable and parking must be provided on site.</i></p>
<p>10. <u>The proposed displaced parking will not be located within the vision clearance area of an intersection as specified in the Engineering Design Manual and Standard Drawings.</u></p>	<p><i>This criterion ensure that proposed parking is outside the vision clearance area of intersections and driveways to ensure safe entry and exiting from the site and at intersections.</i></p>
<p>11. <u>The proposed displaced parking will not occupy or obstruct minimum required parking spaces for another use or site. The following tools may be used to show that minimum parking for another use or site will be maintained:</u></p> <p>a. <u>An approved Excess Parking determination application through Section 40.55.15.3 of the Development Code, demonstrating that not all of the minimum required parking is being used by the permanent use located on the subject site.</u></p> <p>b. <u>Information that demonstrates different peak parking demand hours for the uses reliant on the required parking. The proposal shall include sufficient parking to accommodate overlapping periods of use for the duration of the Temporary Displaced Parking use.</u></p>	<p><i>This criterion is intended to prevent the temporary displaced parking from occupying parking spaces required for another use. Two exceptions are provided, one for an approved Excess Parking determination which determines that the required parking on-site is not being utilized by the use requiring the parking. The second is by providing evidence that the uses proposed to share the required parking have different peak hours of demand, allowing adequate parking to exist on site throughout the day and night.. An example might be an apartment complex and an office building sharing some parking spaces, while the apartment has primarily evening and weekend demand, the office has primarily weekday demand.</i></p>

Commentary is for information only.
Proposed new language is underlined.
Proposed deleted language is ~~stricken~~.

<p><u>12. Safe vehicle and pedestrian circulation is provided consistent with Section 60.55. (Transportation Facilities) of the Development Code.</u></p>	<p><i>This criterion ensures compliance with 60.55 Transportation Facilities which requires that safe pedestrian and vehicular circulation and access be provided.</i></p>
<p><u>13. The proposed displaced parking is located within ¼ mile of the development activity site or is combined with a transportation access plan that includes private shuttle or one-seat-ride transit access with a maximum service headway of 20 minutes during peak hours and no more than a two (2) mile radius from the use dependent on the parking.</u></p>	<p><i>This criteria is intended to ensure that the temporary displaced parking is within reasonable proximity and accessible to those intended to utilize it by providing a variety of options for distance, shuttles, or transit service.</i></p>
<p><u>14. The proposal includes a plan for permitting, monitoring, and enforcing the proper use of the displaced parking.</u></p>	<p><i>This criterion is intended to ensure that the temporary parking is available for the use needing the parking.</i></p>
<p><u>15. The number of parking spaces provided meets the minimum required parking for the use(s) being displaced and is no greater than the number of spaces being displaced.</u></p>	<p><i>This criterion is intended to ensure that the minimum required parking is accommodated during development but does not allow parking in excess of what is existing on the development site. For example if a development is required to have a code minimum of 10 parking spaces but has 15 spaces on site the amount of parking that could be provided off-site would have to be between 10 and 15 parking spaces per this criterion.</i></p>
<p><u>16. Any displaced ADA parking spaces must be replaced at a one-to-one ratio and meet ADA access requirements.</u></p>	<p><i>This criterion is intended to ensure that ADA spaces are accommodated with the temporary displaced parking.</i></p>
<p><u>17. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.</u></p>	<p><i>This is a standard application criterion related to providing all necessary documentation.</i></p>

Commentary is for information only.
Proposed new language is underlined.
Proposed deleted language is ~~stricken~~.

<p><u>D. Submission Requirements. An application for Temporary Displaced Parking shall be made by the owner of the development creating the need for the displaced parking, the owner's authorized agent, or the owner of the property where the Temporary Displaced Parking will be located, on a form provided by the Director that shall be filed with the Director. The Temporary Displaced Parking application shall be accompanied by the information required by the application form and by Section 50.25. (Application Completeness).</u></p>	<p><i>This section identifies who can make an application for Temporary Displaced Parking and what information is required with that application.</i></p>
<p><u>E. Conditions of Approval. All applications for Temporary Use Displaced Parking shall comply with the conditions stated below. The decision making authority may impose additional conditions to ensure compliance with the approval criteria.</u></p> <ol style="list-style-type: none"> <u>1. The Temporary Displaced Parking use shall cease with the issuance of a Certificate of Occupancy for the project that displaced required parking.</u> <u>2. Temporary Displaced Parking activities shall be conducted at the particular location(s) authorized and is not transferable to additional or alternative location(s).</u> <u>3. The permittee of the Temporary Displaced Parking use shall make a copy of the City approval available for inspection upon request by the City.</u> <u>4. Signage shall be permitted for Temporary Displaced Parking consistent with Section 60.40.15.6.</u> 	<p><i>The standard conditions of approval for Temporary Displaced parking include, ensuring the use ceases when construction is completed, ensuring the use is enacted only on the approved site, that the permit will be available for inspection, and identifying what signage is available to the use. Of note, the temporary signage is the same allowed for all existing Temporary Use permits.</i></p>



Commentary is for information only.
 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

Section 2. Chapter 60 – SPECIAL REQUIREMENTS, is amended as follows:

Proposed Text Amendment	Commentary
<p>Chapter 60, Section 60.30.10 (Off-Street Parking)</p>	
<p>10. Location of Vehicle Parking.</p> <p>A. All required off-street parking spaces shall be provided on the same property <u>as upon which</u> the use requiring the parking spaces, with the following exceptions: is located.</p> <ol style="list-style-type: none"> <u>1. By approving a Parking Determination application for Shared Parking, the Ddecision Mmaking Aauthority may permit the required off-street parking spaces <u>in Residential, Commercial, and Industrial zoning districts</u> to be located on any property within 500 feet of the property whereupon which the use requiring the parking is located; for uses within Residential, Commercial, and Industrial and, in Multiple Use zoning districts, or on any lot within any distance. For uses within Multiple Use zoning districts.</u> <u>2. By approving a Temporary Displaced Parking application, the decision making authority may permit parking displaced by development to be located off site temporarily, in accordance with the provisions of Section 40.80.15.5.</u> 	<p><i>The changes to this section include adding a locational exemption for required off-street parking to allow for Temporary Displaced Parking to be allowed off-site so long as a Temporary Use-Displaced Parking application is approved (60.30.10.A.2).</i></p> <p><i>Additional changes are for clarity. By adding a second exemption staff determined the criterion was clearer when the exemptions were enumerated. The wording changes to 60.30.10.A.1 are intended only for clarity, not to change the substance.</i></p>