

Code Section	Current Code Language or Description	Proposed Amendments	Page
Article VII.A Traditional Residential District (TR)			
3.a Driveway Limitations in the Traditional Residential District	<i>a. In the Traditional Residential District, driveways shall be limited to a maximum of one (1) per dwelling. One driveway shall be allowed for each unit of a duplex. A single driveway cannot be used by more than one dwelling. Exception: A single driveway can serve one dwelling in addition to an approved accessory dwelling unit</i>	<i>a. In the Traditional Residential District, driveways shall be limited to a maximum of one (1) per dwelling. One driveway shall be allowed for each unit of a duplex. A single driveway cannot be used by more than one dwelling. Exception: A single driveway can serve one dwelling in addition to an approved accessory dwelling unit, or a duplex may share a driveway</i>	9
6. Minimum Yard Requirements	<i>Minimum Yard Requirements</i>	<i>Minimum Yard Requirements</i>	11
6.a	<i>(1) Setbacks shall be a minimum of 15 feet, with the following exceptions: (i) Garages, carports, and sheds shall be set back a minimum of 20 feet from the front property line and shall be set back a minimum of 5 feet from the longest wall of the front façade of the house.</i>	<i>(1) Setbacks shall be a minimum of 15 10 feet and maximum of 20 feet, with the following exceptions: (i) Garages, carports, and sheds shall be set back a minimum of 20 feet from the front property line and or shall be set back a minimum of 5 4 feet from the longest wall of the front façade of the house. (ii) Front porches may count toward meeting the setback standard</i>	11
Article VII.D Highway Commercial District			
14.f(3)	<i>(1) Except for on-street spaces located on the shopping street, all required parking shall be located behind buildings.</i>	<i>(1) Except for on-street spaces located on the shopping street, all required parking shall be located behind buildings.</i>	30
Article VII. E Light Industrial District			
2.a(1)	<i>(1) Commercial and Service (i) Office(s) provided the office(s) are integral to a primary industrial use (e.g., administrative offices). Retail and service commercial uses up to 5,000 square feet in gross floor area (e.g., convenience markets, restaurants, banks, dry cleaners, retail sales of products made on-site, and similar uses)</i>	<i>(1) Commercial and Service (i) Office(s) provided the office(s) are integral to a primary industrial use (e.g., administrative offices). (ii) Retail and service commercial uses up to 5,000 square feet in gross floor area (e.g., convenience markets, restaurants, banks, dry cleaners, retail sales of products made on-site, and similar uses)</i>	33
Article VII. I Mobile Home Planned Unit Development District			
3.g	<i>The total number of vehicle and bicycle parking spaces in the park, exclusive of parking provided for the exclusive use of the manager or employees of the park, shall equal not less than two vehicle parking spaces per mobile home unit and not less than one bicycle parking space per mobile home unit. Vehicle parking spaces shall be paved with asphalt, concrete or similar material. Bicycle parking spaces shall provide a convenient place to lock a bicycle and shall be at least six feet long, two feet side, and seven feet height. Bicycle parking shall not interfere with pedestrian circulation.</i>	<i>The total number of vehicle and bicycle parking spaces in the park, exclusive of parking provided for the exclusive use of the manager or employees of the park, shall equal not less than two vehicle parking spaces per mobile home unit and not less than one bicycle parking space per mobile home unit. Vehicle parking spaces shall be paved with asphalt, concrete or similar material. Bicycle parking spaces shall provide a convenient place to lock a bicycle and shall be at least six feet long, two feet side, and seven feet height. Bicycle parking shall not interfere with pedestrian circulation.</i>	45
Article VII.K Downtown Coburg Overlay District			
4.d	<i>The Downtown Coburg Overlay District is exempt from the minimum off-street parking requirements under Article VIII.B Section 2(b) of the Coburg Development Code, except for employees parking and work vehicles that are stored on site</i>	<i>The Downtown Coburg Overlay District is exempt from the minimum off-street parking requirements under Article VIII.B Section 2(b) of the Coburg Development Code, except for employees parking and work vehicles that are stored on site</i>	16/ 62

	<i>The Downtown Coburg Overlay District is exempt from the minimum off-street parking requirements under Article VIII.B Section 2(b) of the Coburg Development Code, except for employees parking and work vehicles that are stored on site</i>	<i>The Downtown Coburg Overlay District is exempt from the minimum off-street parking requirements under Article VIII.B Section 2(b) of the Coburg Development Code, except for employees parking and work vehicles that are stored on site</i>	18/64																																																																																																
5.c(3) Parking Lot Landscaping		(v) The applicant must demonstrate that the parking lot landscaping plan has been done in coordination with the local electric utility, including pre-design, design, building and maintenance phases.	26/72																																																																																																
Article VIII Supplemental District Regulations																																																																																																			
B.2	<i>Off-Street Parking Requirements</i>	<i>Off-Street Parking Requirements</i> Design	29/75																																																																																																
B.2.a	<i>(1) All public or private parking spaces, except those required in conjunction with a single-family or two-family dwelling on a single lot, shall be designed and laid out to conform with the requirements of this Code and the Planning Commission.</i>	<i>(1) All public or private parking spaces, except those required provided in conjunction with a single-family or two-family dwelling on a single lot, shall be designed and laid out to conform with the requirements of this Code and the Planning Commission.</i>																																																																																																	
	<i>(2) Groups of three or more parking spaces, except those in conjunction with single-family or two-family dwellings on a single lot, shall be served by a service drive so that no backward movements or other maneuvering of a vehicle within a street, other than an alley, shall be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrians, bicycles, and vehicular traffic on the site.</i>	<i>(2) Groups of three or more parking spaces, except those provided in conjunction with single-family or two-family dwellings on a single lot, shall be served by a service drive so that no backward movements or other maneuvering of a vehicle within a street, other than an alley, shall be required. Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress and maximum safety of pedestrians, bicycles, and vehicular traffic on the site.</i>																																																																																																	
B.2.b Parking Spaces Required	b. Parking Space Required The number of off-street parking spaces required shall be no fewer than as set forth below <table><tr><th colspan="2">Table VIII(B)(2)(b): Parking Space Required</th></tr><tr><th colspan="2">Residential Types</th></tr><tr><td>Dwelling, single-family</td><td>One for each dwelling unit on a single lot</td></tr><tr><td>Dwelling, two-family or multiple family</td><td>One for each dwelling unit; where fractioned next highest full unit</td></tr><tr><td>Hotels, motels, motor hotels, etc.</td><td>0.75 for each guest room</td></tr><tr><td>Rooming or boarding houses</td><td>One for each guest room</td></tr><tr><td>Accessory dwelling unit</td><td>One for each dwelling unit</td></tr><tr><th colspan="2">Institutional Types</th></tr><tr><td>Hospitals</td><td>One for each bed; where fractioned, highest full unit, plus 2 for each nurses' station</td></tr><tr><td>Churches, clubs, lodges</td><td>1 for every 75 square feet of main assembly area</td></tr><tr><td>Libraries, museums, art galleries</td><td>1 for each 300 square feet of gross floor area</td></tr><tr><td>Nursing homes, homes for the aged</td><td>One for each six beds for the aged, group care homes, asylums, etc.</td></tr><tr><td>Schools</td><td></td></tr><tr><td>Elementary or junior high schools</td><td>1 for each teaching station</td></tr><tr><td>High schools</td><td>1 for each teaching station</td></tr><tr><th colspan="2">Commercial Types</th></tr><tr><td>Retail establishments except as otherwise specified in this Code</td><td>1 for each 400 square feet of retail floor area, except one space per 1,000 sq. ft. for bulk retail (e.g., auto sales, nurseries, lumber and construction materials, furniture, appliances, and similar sales)</td></tr><tr><td>Barber and beauty shops</td><td>1 for each 200 square feet of floor area</td></tr><tr><td>Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys)</td><td>One for every 300 square feet of floor area</td></tr><tr><td>Office buildings, businesses and professional offices</td><td>One for every 500 square feet of floor area</td></tr><tr><th colspan="2">Recreational or entertainment establishments</th></tr><tr><td>Spectator type auditoriums, assembly halls, theaters, stadiums, places of public assembly, etc.</td><td>One for each six seats</td></tr><tr><td>Participating skating rinks, dance halls, etc.</td><td>One for each 300 square feet of floor area</td></tr><tr><td>Establishments for the sale and consumption on the premise of food and beverage</td><td>One for each 200 square feet of floor area</td></tr></table>	Table VIII(B)(2)(b): Parking Space Required		Residential Types		Dwelling, single-family	One for each dwelling unit on a single lot	Dwelling, two-family or multiple family	One for each dwelling unit; where fractioned next highest full unit	Hotels, motels, motor hotels, etc.	0.75 for each guest room	Rooming or boarding houses	One for each guest room	Accessory dwelling unit	One for each dwelling unit	Institutional Types		Hospitals	One for each bed; where fractioned, highest full unit, plus 2 for each nurses' station	Churches, clubs, lodges	1 for every 75 square feet of main assembly area	Libraries, museums, art galleries	1 for each 300 square feet of gross floor area	Nursing homes, homes for the aged	One for each six beds for the aged, group care homes, asylums, etc.	Schools		Elementary or junior high schools	1 for each teaching station	High schools	1 for each teaching station	Commercial Types		Retail establishments except as otherwise specified in this Code	1 for each 400 square feet of retail floor area, except one space per 1,000 sq. ft. for bulk retail (e.g., auto sales, nurseries, lumber and construction materials, furniture, appliances, and similar sales)	Barber and beauty shops	1 for each 200 square feet of floor area	Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys)	One for every 300 square feet of floor area	Office buildings, businesses and professional offices	One for every 500 square feet of floor area	Recreational or entertainment establishments		Spectator type auditoriums, assembly halls, theaters, stadiums, places of public assembly, etc.	One for each six seats	Participating skating rinks, dance halls, etc.	One for each 300 square feet of floor area	Establishments for the sale and consumption on the premise of food and beverage	One for each 200 square feet of floor area	b. 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		<i>In the Central Business District (C-1), the maximum number of off-street parking spaces shall be no greater than:</i> <i>1.5 spaces per studio unit</i> <i>2.0 spaces per one-bedroom or greater units</i> <i>5.0 spaces per 1,000 square feet of total floor area allocated to commercial and retail uses, except eating and drinking, entertainment and/or commercial recreation uses</i> <i>8.0 spaces per 1,000 square feet of total floor area allocated to eating and drinking, entertainment uses</i> <i>1.0 spaces per four seats/occupants or 5.0 spaces per 1,000 square feet of parcel land area allocated to commercial recreation uses</i>	
	<i>Calculations</i> <i>In the event the calculation produces a fractional number, one parking space shall be required for a fractional unit of .50 or above; no space shall be required for fractional unit of less than .50.</i> <i>Where multiple uses are proposed on site, the number of spaces required for each individual use is determined, rounded if necessary, and added to the number of spaces, after rounding, required for the other use(s) When square feet are specified, the area measured shall be the gross floor area related to the use. Area not primarily related to the use are excluded from the measurement</i> <i>When the number of employees are specified, the number shall reflect the maximum number of employees on the premises at one time during peak season</i>	<i>Calculations</i> <i>In the event the calculation produces a fractional number, one parking space shall be required for a fractional unit of .50 or above; no space shall be required for fractional unit of less than .50.</i> <i>Where multiple uses are proposed on site, the number of spaces required for each individual use is determined, rounded if necessary, and added to the number of spaces, after rounding, required for the other use(s) When square feet are specified, the area measured shall be the gross floor area related to the use. Area not primarily related to the use are excluded from the measurement When the number of employees are specified, the number shall reflect the maximum number of employees on the premises at one time during peak season</i>	

d.	<i>Exceptions and Reductions to Off-Street Parking Requirements</i> <i>The Central Business District (C1) is exempt from the minimum parking requirements of Section 2(b), except that off-street parking shall be provided for employees and work vehicles that are stored on site, as follows:</i> <i>All new commercial development, including change of use, in the C-1 district that requires one or more employees shall provide a number of on-site parking spaces equal to the greatest number of employees that will be on site at any particular time. The Planning Official shall determine the number of required off-street parking spaces for a proposed use, or expansion of a use, based on information submitted by the applicant. One off-street parking space shall be provided for each work vehicle. “Work vehicles” are those vehicles associated with the business that are stored on-site or that are parked on-site for any period of time during regular work hours. The determination by the Planning Official of the number of spaces required under subsection (i) and (ii) shall be provided in writing, based on written evidence submitted by the applicant.</i> <i>The Planning Official may waive or reduce off-street parking requirements in accordance with Section 2(d)(3).</i> <i>Accessory dwelling units may be exempt from the minimum parking requirements of Section 3(b) if the applicant demonstrates that an equal number of on-street parking spaces are available within 800 feet of the site.</i>	<i>Exceptions and Reductions to Off-Street Parking Requirements</i> <i>The Central Business District (C1) is exempt from the minimum parking requirements of Section 2(b), except that off-street parking shall be provided for employees and work vehicles that are stored on site, as follows:</i> <i>All new commercial development, including change of use, in the C-1 district that requires one or more employees shall provide a number of on-site parking spaces equal to the greatest number of employees that will be on site at any particular time. The Planning Official shall determine the number of required off-street parking spaces for a proposed use, or expansion of a use, based on information submitted by the applicant. One off-street parking space shall be provided for each work vehicle. “Work vehicles” are those vehicles associated with the business that are stored on-site or that are parked on-site for any period of time during regular work hours. The determination by the Planning Official of the number of spaces required under subsection (i) and (ii) shall be provided in writing, based on written evidence submitted by the applicant.</i> <i>The Planning Official may waive or reduce off-street parking requirements in accordance with Section 2(d)(3).</i> <i>Accessory dwelling units may be exempt from the minimum parking requirements of Section 3(b) if the applicant demonstrates that an equal number of on-street parking spaces are available within 800 feet of the site.</i>	
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	<i>The Planning Official may waive or reduce off-street parking requirements in any one or more of the following circumstances:</i> <i>(i) The applicant demonstrates, based on a parking analysis prepared by a qualified professional, that the proposed use will not generate a need for the required parking;</i> <i>(ii) Site has dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 20% reduction to the standard number of automobile parking spaces;</i> <i>(iii) Site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces;</i> <i>(iv) Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10% reduction to the standard number of automobile parking spaces;</i> <i>(v) An equal number of alternate parking spaces are provided off-site through a joint use agreement subject to the following criteria:</i> <i>(aa) The alternate parking is no more than 800 feet from the building or use required to provide parking;</i> <i>(bb) There is no substantial conflict between the principal operating hours of the uses on the property providing the alternate parking and the building or use for which the parking is required (i.e., the applicant must demonstrate that the alternate parking spaces will be available when needed).</i> <i>(cc) The joint use agreement is evidenced by a signed written document, approved by the City Attorney as to form and content, and duly recorded with Lane County, with true copies thereof filed with the City Recorder.</i> <i>(vi) A bus stop is located within 800 feet of the site: Allow up to 20% reduction to the standard number of parking spaces.</i>	<i>The Planning Official may waive or reduce off-street parking requirements in any one or more of the following circumstances:</i> <i>(i) The applicant demonstrates, based on a parking analysis prepared by a qualified professional, that the proposed use will not generate a need for the required parking;</i> <i>(ii) Site has dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 20% reduction to the standard number of automobile parking spaces;</i> <i>(iii) Site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces;</i> <i>(iv) Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10% reduction to the standard number of automobile parking spaces;</i> <i>(v) An equal number of alternate parking spaces are provided off-site through a joint use agreement subject to the following criteria:</i> <i>(aa) The alternate parking is no more than 800 feet from the building or use required to provide parking;</i> <i>(bb) There is no substantial conflict between the principal operating hours of the uses on the property providing the alternate parking and the building or use for which the parking is required (i.e., the applicant must demonstrate that the alternate parking spaces will be available when needed).</i> <i>(cc) The joint use agreement is evidenced by a signed written document, approved by the City Attorney as to form and content, and duly recorded with Lane County, with true copies thereof filed with the City Recorder.</i> <i>(vi) A bus stop is located within 800 feet of the site: Allow up to 20% reduction to the standard number of parking spaces.</i>	32/78
	<i>3. Parking Requirements for Uses Not Specified The parking space requirements for buildings and uses not set forth herein shall be determined by the Planning Commission, and such determination shall be based upon the requirements for the most comparable building or use specified herein.</i>	<i>3. Parking Requirements for Uses Not Specified The parking space requirements for buildings and uses not set forth herein shall be determined by the Planning Commission, and such determination shall be based upon the requirements for the most comparable building or use specified herein.</i>	current c

4	4. Common Facilitiesfor Mixed Uses a. In the case of mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses. Off-street parking facilities for one use shall not be considered as providing facilities for, any other use except as provided in subsection b, below, Joint Use of Parking Facilities. b. Joint Use of Parking Facilities. The Planning Official may, upon application, authorize the joint use of parking facilities required by said uses and any other parking facility, provided that: (1) The applicant shows that there is no substantial conflict in the principal operating hours of the building or use for which the joint use of parking facilities is proposed; (2) The parking facility for which joint use is proposed is not further than 800 feet from the building or use required to have provided parking; and the parties concerned in the joint use of off-street parking facilities shall evidence agreement for such joint use by a legal instrument approved by the City Attorney as to form and content. Such instrument, when approved as conforming to the provisions of this Code, shall be recorded in the office of the Lane County Recorder and copies thereof filed with the City Recorder.	4. Common Facilitiesfor Mixed Uses- Other Parking Requirements a. In the case of mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses. Off-street parking facilities for one use shall not be considered as providing facilities for, any other use except as provided in subsection b, below, Joint Use of Parking Facilities. Parking areas in new commercial or industrial developments with more than 50 parking spaces shall provide the following for carpool and vanpool parking:. (1) Parking spaces designated for carpool or vanpool use of at least 10% of the total number of parking spaces provided. (2) Carpool or vanpool spaces located closer to building main entrances than any parking spaces other than ADA spaces or bicycle parking. b. Joint Use of Parking Facilities. The Planning Official may, upon application, authorize the joint use of parking facilities required by said uses and any other parking facility, provided that: (1) The applicant shows that there is no substantial conflict in the principal operating hours of the building or use for which the joint use of parking facilities is proposed; (1)Joint use of parking facilities may be established between the owners of two or more uses. No review or approval by the City is required for the establishment of such an agreement. (2) The parking facility for which joint use is proposed is not further than 800 feet from the building or use required to have provided parking; and the parties concerned in the joint use of off-street parking facilities shall evidence agreement for such joint use by a legal instrument approved by the City Attorney as to form and content. Such instrument, when approved as conforming to the provisions of this Code, shall be recorded in the office of the Lane County Recorder and copies thereof filed with the City Recorder. (2)Any Joint Use agreement established to comply with required off-street parking prior to the effective date of this ordinance may be terminated by agreement of the grantors and grantees, and does not require approval of the city	73-74
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		c. Redevelopment of Off-Street Parking (1) Any off-street parking area may be redeveloped or converted to another use as allowed by the regulations of this ordinance, except as provided in Subsection (2). Removal of the offstreet spaces is allowed by right, though the use and/or structures replacing the off-street parking shall be reviewed as prescribed by other Articles of this ordinance. (2) Notwithstanding other provisions of this ordinance, the following are allowed uses for converted or redeveloped off-street parking: bicycleoriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities. Such uses remain subject to other development standards of this code, and are not exempt from development or grading permits. (3) Conversion of any off-street parking area shall comply with the following: (i) On-site access for emergency vehicles and as required for firefighting access in conformance with the Oregon Fire Code shall be provided. (ii) The site will maintain compliance with the quantity and design requirements for ADA spaces and access. (iii) The site will remain in conformance with access received through land use approval to abutting public roads. Sites with accesses that have not received land use approval under this ordinance shall not convert off-street parking in a manner that would bring the site out or conformance or more out of conformance with applicable access standards. (iv) Conversion shall not take the development out of conformance (or increase any existing non-conformity) with any other applicable development standards (v) Conversion shall not interfere with the rights granted by easement to any other party. (4) An applicant shall not be required to submit a land use application to modify or remove conditions of approval from a prior land use decision to convert or redevelop off-street parking spaces.	
		d. Electric Vehicle Charging (1) New multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, shall provide electrical service capacity, as defined in ORS 455.417, to serve no less than 40% of all vehicle parking spaces in the garage or parking area for the building. (2) Electric vehicle charging is required pursuant to the state building code adopted pursuant to ORS 455.417, including that commercial buildings under private ownership provide electrical service capacity, as defined in ORS 455.417, to serve no less than 20% of the vehicle parking spaces in the garage or parking area for the building.	
5. Bicycle Parking	5. <i>Bicycle Parking</i>	5- 3. - <i>Bicycle Parking</i> and more renumbering of this section	

		5. Pedestrian systems in large parking lots. In addition to the standards of Sections (1) through (4), above, the following standards apply in parking lots with an area of ½ acre or more. (1) Pedestrian systems must connect building entrances, existing or planned pedestrian facilities in the adjacent public rights-of-way, transit stops, and accessible parking spaces. (2) Connections must be provided except where not practical due to site-specific conditions. (3) The connections required by this section shall be separated horizontally or vertically from parking spaces, drive aisles, and drive ways where practicable. Crossings of drive aisles and drive ways shall be elevated above use different surfacing material than the intersecting driving surface.	38/84
Article VIII Supplemental District Regulations			
E.3 Additional Street Standards	c. Blocks. (2) Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 feet, unless topographic or environmental constraints are present.	c. Blocks. (2) Size. Minimum block length for new local streets is 400 feet and maximum block length is 600 500 feet, unless topographic or environmental constraints are present. If the block length exceeds 350 feet, a pedestrian/bicycle accessway is required.	88
	m. Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off -street parking and loading facilities are approved by the Planning Official. The corners of alley inter sections shall have a radius of not less than 12 feet	m. Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provisions for access to off -street parking and loading facilities are approved by the Planning Official. The corners of alley inter sections shall have a radius of not less than 12 feet. In residential districts, blocks should include alleys to allow use of rear-loaded garages and accessory dwelling units and to provide access for utility and garbage services when feasible.	90
L. Design Standards and Guidelines			
5. Commercial and Industrial (in all zones except C-1 (unless specified), TR, and TMR)	b. Pedestrian and Bicycle Amenities and Connection.	(iv) Pedestrian connections to adjacent properties where there is an existing or planned walkway are required. (v) The site shall have a continuous route for pedestrian travel that connects to the following locations: a. Building entrances. b. Existing or planned pedestrian facilities in the adjacent public rights-of-way. c. Transit stops on or adjacent to the site. d. Accessible parking spaces	
	d. Building Exteriors	(iv) Pedestrian entrances for uses open to the public are to remain open during business hours.	
M. Mixed Use	1. The following standards apply to mixed use and non-residential development in C-1, TR and TMR zones. c. Pedestrian amenities. Pedestrian sidewalks or walkways must be provided to connect the building entrance to the public right of way.	1. The following standards apply to mixed use and non-residential development in C-1, TR and TMR zones. c. Pedestrian amenities. Pedestrian sidewalks or walkways must be provided to connect the building entrance to the public right of way. Pedestrian facilities must also connect buildings to parking, bicycle parking, recreational and common outdoor areas, as applicable. ☐	110
Q. Drive-Through Facility Standards			

[illegible]

2.b(4)	<i>b. Submittal Information. When a Type III application is required, it shall: (4) Include one set of pre-stamped and pre-addressed envelopes for all real property owners of record who will receive a notice of the application as required in Section 3. The records of the Lane County Assessor's Office are the official records for determining ownership. The applicant shall produce the notice list. At the applicant's request, and upon payment of a fee noted on the City's fee list, the City shall prepare the public notice mailing list. The City or the applicant shall use the most current County real property assessment records (RLID) to produce the notice list. The City shall mail the notice of application.</i>	<i>b. Submittal Information. When a Type III application is required, it shall: (4) Include one set of pre-stamped and pre-addressed envelopes for all real property owners of record who will receive a notice of the application as required in Section 3. The records of the Lane County Assessor's Office are the official records for determining ownership. The applicant shall produce the notice list. At the applicant's request, and upon payment of a fee noted on the City's fee list, the City shall prepare the public notice mailing list. The City or the applicant shall use the most current County real property assessment records (RLID) to produce the notice list. The City shall mail the notice of application.</i>	
Article XXI. Zone Changes			
A.3	3. Land Use Applications that fall within the IAMP. a. The City and County shall coordinate with ODOT in the review of land use applications for areas within the IAMP boundary. Land use actions within the IAMP that may affect the performance of an interchange, such as zone changes will be consistent with the adopted IAMP. The City Planner shall include ODOT as an agency referral partner. Actions not consistent with the IAMP may only be approved by also amending the IAMP and related transportation system plans consistent with OAR 660-012-0050 and 0055. Lands bounded by IAMP can be found in ARTICLE X.	3. Land Use Applications that fall within the IAMP. a. The City and County shall coordinate with ODOT in the review of land use applications for areas within the IAMP boundary. Land use actions within the IAMP that may affect the performance of an interchange, such as zone changes will be consistent with the adopted IAMP. The City Planner shall include ODOT as an agency referral partner. Actions not consistent with the IAMP may only be approved by also amending the IAMP and related transportation system plans consistent with OAR 660-012-0050 and 0055. Lands bounded by IAMP can be found in ARTICLE X: the IAMP document.	
Article XXV. Definitions			
		Accessible. Complying with the applicable standards of ORS 447.210 through 447.280, and where applicable with ORS 447.310	200
		Accessway. Any off-street path or walkway designed and constructed for use by pedestrians and/or bicyclists where such routes are not otherwise provided by the street system.	
	Alley. A public or private vehicular passageway dedicated or permanently reserved as a means of secondary access to abutting property and designated an alley on a final plat. An alley is not a street.	Alley. A public or private vehicular passageway dedicated or permanently reserved as a means of secondary access to abutting property and designated an alley on a final plat. An alley is not a street. A right-of-way through or partially through a block, intended for secondary vehicular access and shared use by bicyclists and pedestrians, located to the rear or side of properties. However, where vehicle access from the street is not permitted or not possible, an alley may provide primary vehicle access.	
		Block Length. The distance along a public or private street between intersecting public or private streets, as measured from nearest right of way edge to nearest right of way edge along the primary street's right of way edge, including "T" intersections but excluding culs-de-sac. (90 degree or angle language)	

		<i>Drive-Through Facility. A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Drive-through facilities also include facilities designed for the rapid servicing of vehicles, where the drivers may or may not remain in their vehicles, but where the drivers usually either perform the service for themselves or wait on the site for the service to be rendered. Drivethrough facilities may serve the primary use of the site or may serve accessory uses. Examples are drive-up windows; menu boards; order boards or boxes; gas pump and electric vehicle charging islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters. Parking spaces used for customer pick-up or loading of goods or products purchased on-site, on the phone, or on-line from the establishment are not a drivethrough facility. Parking spaces that include electric vehicle chargers and equipment are not a drive-through facility .</i>	
		<i>Main Entrance. A main entrance is the entrance to a building that is designed to facilitate ingress and egress for the highest volume of building users. Generally, each building has one main entrance, but if design features do not make it possible to determine which entrance is the main entrance, all entrances providing the same capacity of ingress and egress shall be treated as main entrances.</i>	
		<i>Pedestrian Facility. A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian facilities include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian facilities are generally hardsurfaced. In parks and natural areas, pedestrian facilities may be soft-surfaced pathways. On undeveloped parcels or parcels intended for redevelopment, pedestrian facilities may also include rights of way or easements for future pedestrian improvements.</i>	
		<i>Stacking Lane. The space occupied by vehicles queueing on the development site and behind any public sidewalk for a service to be provided at a drive-through facility.</i>	
		<i>Walkway. A transportation facility built for use by pedestrians, usually located outside a street right-of-way or tract.</i>	