



Planning Commission Meeting Agenda
August 25, 2021
7:00 PM

Chairperson: Todd Culver
Commissioners: Roger Bristol, Rhonda Giles, Jeremy Moritz, Kurt Kayner, Kent Wullenwaber and Susan Jackson.
Meeting Location: Harrisburg Municipal Center @ 354 Smith St.

PUBLIC NOTICES:

1. *This meeting is open to the public and will be tape-recorded.*
2. *Copies of the Staff Reports or other written documents relating to each item on the agenda are on file in the office of the City Recorder and are available for public inspection.*
3. *The City Hall Council Chambers are handicapped accessible. Persons with disabilities wishing accommodations, including assisted listening devices and sign language assistance are requested to contact City Hall at 541-995-6655, at least 48 hours prior to the meeting date. If a meeting is held with less than 48 hours' notice, reasonable effort shall be made to have an interpreter present. The requirement for an interpreter does not apply to an emergency meeting. ORS 192.630(5)*
4. *Persons contacting the City for information requiring accessibility for deaf, hard of hearing, or speech-impaired persons, can use TTY 711; call 1-800-735-1232, or for Spanish voice TTY, call 1-800-735-3896.*
5. *The City of Harrisburg does not discriminate against individuals with disabilities, and is an equal opportunity provider.*
6. *For information regarding items of discussion on this agenda, please contact City Administrator Michele Eldridge, at 541-995-2200.*
7. *The Municipal Center is disinfected prior to meetings.*
8. *Masks are required, and the City asks for anyone running a fever, having an active cough or respiratory difficulties to not attend the meeting.*
9. *If you would like to provide testimony, and are unable to attend, please contact the City Recorder. We can accept written testimony up until 5:00 on the day of the meeting and can also call someone during the meeting if verbal testimony is needed.*

CALL TO ORDER AND ROLL CALL

CONCERNED CITIZEN(S) IN THE AUDIENCE. (Please limit presentation to two minutes per issue.)

APPROVAL OF MINUTES

1. MOTION TO APPROVE THE MINUTES FROM THE JULY 20, 2021 PLANNING COMMISSION MEETING

WORK SESSION

2. THE MATTER OF REVIEWING CHAPTER 2.2 AND ARTICLE 3 OF THE DRAFT CODE

STAFF REPORT & EXHIBITS:

Exhibit A: Memo from John Hitt

Exhibit B: Table of Proposed and Current Code Development
Standards

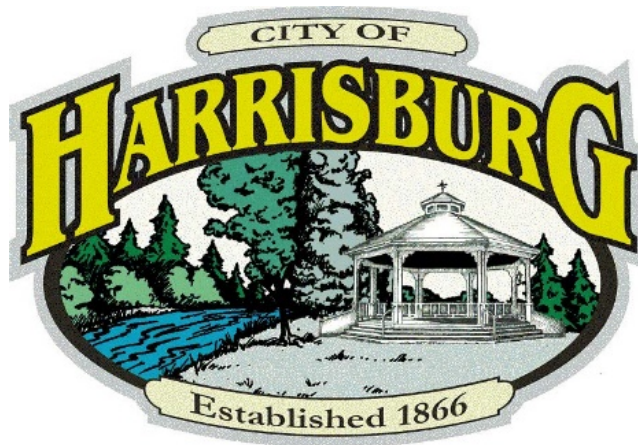
Exhibit C: Chapter 2.2 – Proposed Zoning District Regulations/
Lot & Development Standards.

Exhibit D: Article 3 – Proposed Community Design Standards

ACTION: NONE. FOR REVIEW ONLY

OTHERS

ADJOURN



Planning Commission Meeting Minutes July 20, 2021

Chairperson: Rhonda Giles, Presiding
Commissioners Present: Jeremy Moritz, Kurt Kayner and Kent Wullenwaber
Absent: Todd Culver, Roger Bristol, and Susan Jackson
Staff Present: City Administrator/Planner Michele Eldridge, Finance Officer/Deputy City Recorder Cathy Nelson, and Consultant John Hitt
Meeting Location: Harrisburg Municipal Center located at 354 Smith St.

CALL TO ORDER AND ROLL CALL: Order was called at 7:11pm by Chairperson Rhonda Giles.
CONCERNED CITIZEN(S) IN THE AUDIENCE. Everyone present were there for items on the agenda.

APPROVAL OF MINUTES

Wullenwaber **motioned to approve the minutes for June 15, 2021 and was seconded by Kayner. The Planning Commission then voted unanimously to Approve the Minutes for June 15, 2021.**

WORK SESSION

THE MATTER OF REVIEWING CHAPTER 1 AND 2.2 OF THE DRAFT CODE.

STAFF REPORT:

Hitt summarized his memo to the Planning Commission found on page 8 of the agenda packet. He has already reviewed Chapters 1 and 2 with the Planning Commission during previous meetings. He quickly reviewed key points. The new code will allow for multi-use and larger lots for building, along with more flexibility than the current code. Hitt highlighted the different options available for lot coverage on page 35 of the agenda and explained that a coverage bonus is an incentive. Hitt then referred to page 29 of the agenda and reviewed the matrix and key. The Planning Commission will still be involved if the City Administrator finds the application questionable or if a citizen appeals the City's decision. Hitt pointed out that the matrix also clearly identifies when a Conditional Use Permit is needed, which will involve the Planning Commission. Hitt gave some details about his vision for Chapter 3 – Building Design. Chapter 4 will increase time from begin to completion from six (6) months to eighteen (18) months. Chapter 5 is for definitions. Hitt reviewed the timeline. He asked if the Planning Commission would consider moving next months meeting to August 25th, a Wednesday. The Planning Commission agreed to the request.

July 20, 2021

Hitt stated he would have the matrix completed for the August meeting and hope to complete the entire process by March 2022.

- Moritz said he wanted to move forward with the process. He felt it would make it easier for both the city and our residents.
- Kayner asked if trade-off options will change with different Planning Commissions. Hitt replied that he tends to lean more towards a flexible code structure. Legally, we cannot bind future commissions. We can make our intent clear in the new code. Harrisburg wants quality and attractive development, job opportunities, a variety of housing choices and a range from low to medium income housing.
- Kayner stated that the Planning Commission has continued to “kick the can down the road” to the next group of commissions. It is nice to set standards and address the issues we have been having now. Eldridge said that the TMG and TSP plans will help assist moving forward on resolving many of the issues we are currently facing. The C-1 and C-2 zones will be combined, and we will eliminate contradicting issues within the code. The lot setbacks will depend on the height of the dwelling to take into consideration a 2-story residence being built in an area with mostly 1-story homes.

OTHERS

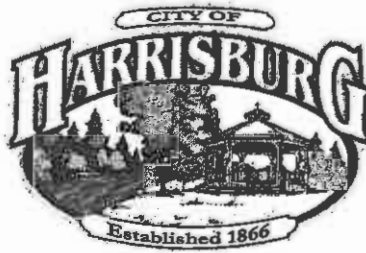
- Eldridge reviewed the letter of support (Addendum 1) handed out to the Planning Commission regarding the ODOT TGM (Transportation Growth Management) Grant. The city is requesting \$190,000.
Kayner **motioned to authorize the Vice-Chair, Rhonda Giles, sign the letter of support for the TGM Grant Application. He was seconded by Wullenwaber. The Planning Commission then voted unanimously to authorize the Vice-Chair, Rhonda Giles, sign the letter of support for the TGM Grant Application.**
- Kayner asked if ODOT was working in Hwy 99. Eldridge said that they were working in ADA ramps.
- The next meeting will be Wednesday, August 25. We will be discussing a historical restoration permit for the property in 6th and Summerville Loop.

With no further discussion, the meeting was adjourned at the hour of 8:02 pm.

Chairperson

City Recorder

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ODOT Region 2 Lead Grant Manager
David Helton
2080 Laura St.
Springfield, OR 97477

July 21, 2021

Re: Harrisburg TGM Grant Application Letter of Support

Dear Mr. Helton;

The Harrisburg Planning Commission would like to express support for the issuance of a TGM Grant to the City of Harrisburg for an updated Transportation System Plan (TSP). In 2013, the Planning Commission recommended to the City Council that we approve the UGB Expansion that was completed that year. This added badly needed residential acreage to the urban growth boundaries for the City of Harrisburg. Even though development is somewhat impacted by both wetlands and infrastructure, we had anticipated more residential development to occur considering that nearby metro areas have ran out of most of the easily developed property.

Over the last several years, we have had multiple industrial businesses in the City who have been able to expand their facilities, and therefore, have started gradually adding employees. Many of the existing large lots in town are now being developed, with 15 minor partitions having been approved since 2016. During the public hearings for many of those partitions, we heard from local residents who were concerned about transportation safety, and the effect of additional residential homes being added to their streets.

Up until November 2020, it had been 13 years since the City had a subdivision application. In the last five months, we have now approved three subdivisions, resulting in an additional 68 lots that can be developed in the future. During the public hearings for the subdivisions, a common theme was expressed by local citizens, all who were upset about development that wasn't large enough to require improvements on the local street network, but which nevertheless, have an impact on the citizens in those neighborhoods.

In particular, one of the main streets in which development has been occurring is Sommerville Loop; this is a Collector street in town. Recent partitions and two subdivisions are all in this area; partitions resulted in 7 new homes being added in one general area over a year or so, with access to Sommerville Loop from two private drives. Sommerville Loop is in somewhat good shape, and the infrastructure it contains is important for future residential development in the Urban Growth areas in town. When the

Staff Report Harrisburg Planning Commission Harrisburg, Oregon

THE MATTER OF REVIEWING CHAPTER 2.2 AND ARTICLE 3 OF THE DRAFT CODE

STAFF REPORT & EXHIBITS:

Exhibit A: Memo from John Hitt

Exhibit B: Table of Proposed and Current Code Development Standards

Exhibit C: Chapter 2.2 – Proposed Zoning District Regulations/ Lot & Development Standards.

Exhibit D: Article 3 – Proposed Community Design Standards

ACTION: NONE. FOR REVIEW ONLY

MEETING DATE: August 25, 2021

BACKGROUND

Consultant John Hitt has supplied the Planning Commission with a memo (**Exhibit A**), stating that the Planning Commission will now be reviewing proposed development standards.

The Planning Commission will find a table (**Exhibit B**) comparing both proposed and current development standards, as well as proposed Chapter 2.2 (**Exhibit C**) which are Zoning District Regulations, and Article 3 (**Exhibit D**), which contains proposed Community Design Standards.

This portion of the model code is important for review, as this part of the code is what defines the appearances of our residential neighborhoods, as well as helping to improve property values. As Hitt points out in his memo, it provides flexibility, even though some of the development requirements are slightly more strenuous than what was previously required. Planning Commission members might want to drive through residential subdivisions in town, noting what designs and standards they like, as well as those they don't feel work well for our town.

Applicant David Lindstrom who owns property located at 895 S. 6th St., did not turn in his application for review, therefore, this meeting is a full work session dedicated to the review of proposed code standards.

MEMO

TO: City of Harrisburg Planning Commission

FM: Consultant John Hitt

RE: Meeting on August 25, 2021

Please find attached a table that compares certain development requirements/standards between the proposed zoning and development code, (for the most part, HMC Chapter 18), and Table 2.2.040 D-E and Chapter 3 Community Design Standards.

As I mentioned at your last meeting, this is the most detailed and complex sections of both codes. The attached table only gives the most frequent or typical standards. It is not intended to cover all the details, exceptions and particulars of both codes. But I think it will help foster some thought and discussion on these matters.

In my experience, most developers like code flexibility and usually are most concerned with density, lot coverage ratios, set-backs, parking and public improvement requirements. While the new and current codes are not, generally, dramatically different. The new code offers greater flexibility while imposing somewhat more demanding development requirements.,

That is not to say that the proposed code would not benefit from some 'tweaking', perhaps even some significant revision. Please look at the current/recent development in the city in these major zones and make note of what you like and perhaps some things you don't think are consistent with our city.

While it will take a bit of time to get through this, once done we will be close to finishing the initial code review.

DEVELOPMENT STANDARDS – PROPOSED AND CURRENT (CHAPTERS 2 & 3, NEW CODE, CHAPTER 18, CURRENT CODE)

(PROPOSED CODE CHAPTERS TABLE 2.2.040 D-E AND CHAPTER 3)

ZONE	DENSITY	MIN. LOT AREA	MIN. LOT WIDTH	MAX COVERAGE	MAX BLDG HEIGHT	LANDSCAPING	PARKING	SETBACKS	COMMENTS
R-1	1-6/ACRE	6000	50'	50%	30'	30%	2	20/8/15	
R-2	2-12/ACRE	50000	45'	55%	35'	25%	2	20/7/10	
R-3	6-18/ACRE	40000	40'	60%	40'	20%	1.5	20/7/10	
C-1	N/A	N/A	N/A	90%	60'	10% - 15%	1/300' *	0/0/0	
M-1	N/A	N/A	N/A	90%	75'	10%	1/1000	15/15/15	
M-2	N/A	2.5 AC	EOC	90%	100'	5%	1/1000	0/0/0	

CURRENT CODE (CHAPTER 18)

ZONE	DENSITY	MIN. LOT AREA	MIN. LOT WIDTH	MAX COVERAGE	MAX BLDG HEIGHT	LANDSCAPING	PARKING	SETBACKS	COMMENTS
R-1	2+	7000	50'	50%	35'	N/A	2	20/5/20	
R-2	1-12	7000	50'	60%	35'	N/A	2	15/5/20	
R-3	12-18	3000	20'	75%	40'	N/A	2	12/5/15	
C-1	N/A	N/A	N/A	80%	N/A	3%	1/250**	0/5	
M-1	N/A	N/A	N/A	80%	N/A	2%	1/EMP+700	20/10	
M-2	N/A	N/A	N/A	80%	N/A	1%	1/EMP+700	20/10	

*See table 3.5.030A for details of parking requirements

**See HMC 18.85 5 for details of parking requirements

2.2 –Zoning District Regulations | Lot and Development Standards

D. Lot and Development Standards for Residential Districts. The development standards in Table 2.2.040.D apply to all [new] development [as of (effective date)] in Residential zones.

Table 2.2.040.D – Lot and Development Standards for Residential zones (Except as provided by 2.2.040.F through 2.2.080, as modified under Chapter 4.7 Adjustments and Variances, or as approved under Chapter 4.8 Master Planned Developments.)				
Standard	R-1	R-2	R-3	[Reserve]
Residential Density , per Section 2.2.060 (Dwelling Units per [gross / net] acre) – Minimum and Maximum	Min 1 acre Max 6 per acre [Per Comp Plan]	Min 2 per acre Max 12 per acre [Per Comp Plan]	Min 6 per acre Max 18 per acre [Per Comp Plan]	
Minimum Lot Area* (square feet)				
Single-Family, not attached				
Corner Lot	[7,000 sf]	[6,000 sf]	[4,000 sf]	
Not a Corner Lot	[6,000 sf]	[5,000 sf]	[4,000 sf]	
Single-Family, common-wall dwellings:				
Corner Lot	Not permitted	[4,000 sf]	[4,000 sf]	
Not a Corner Lot	Not permitted	[3,000 sf]	[2,500 sf]	
Single-Family, with accessory dwelling	[7,000 sf]	[6,000 sf]	[5,000 sf]	
Duplex	[9,000 sf]	[7,000 sf]	[6,000 sf]	
Multiple-Family or Cottage Cluster	[9,000 sf] for the first 3 dwelling units, plus 1,500 for each additional unit. [6,000-9,000 sf]	[8,000 sf] for the first 3 dwelling units, plus [800- 1,500] for each additional unit. [6,000-9,000 sf]	[8,000 sf] for the first 3 dwelling units, plus [800- 1,500] for each additional unit. [6,000-9,000 sf]	
Non-Residential Uses	[Same as single- family, not attached]	[Same as single- family, not attached]	[Same as single- family, not attached]	
User's Guide: Minimum lot size should be based on a city's planned residential densities, per the land use designations and housing needs in the comprehensive plan. An alternative to increasing lot size standards for sloping sites is to allow clustering of smaller lots in exchange for open space conservation on the most sensitive hillsides. See also, recommendations for "Lot Size Averaging" below.				
[*Lot size may be reduced in new subdivisions through Lot Size Averaging, per Section 4.3.050, or through approval of a Master Planned Development under Chapter 4.8, provided the density standards of this section are met.] Minimum lot sizes do not apply to open space tracts and similar properties where development is restricted.				

2.2 –Zoning District Regulations | Lot and Development Standards

Table 2.2.040.D – Lot and Development Standards for Residential zones

(Except as provided by 2.2.040.F through 2.2.080, as modified under Chapter 4.7 Adjustments and Variances, or as approved under Chapter 4.8 Master Planned Developments.)

Standard	R-1	R-2	R-3	[Reserve]
Minimum Lot Width				
Single-Family, Not Attached:				
Corner Lot	[60] ft	[50] ft	[40] ft	
Interior Lot	[50] ft	[45] ft	[40] ft	
Single-Family, Attached or Common Wall:				
Corner Lot	Not permitted	[100] ft	[90] ft	
Interior Lot	Not permitted	[80] ft	[70] ft	
Duplex	[100] ft	[80] ft	[75] ft *37.5 ft per	
Multiple-Family (3 or more dwelling units on a lot, where allowed)		*40 ft each lot of 2 or more lot duplex or multifamily	lot for 2 lots	
		[85] ft	[85] ft	
Non-Residential Uses	[120] ft	[85] ft	[80] ft	
Minimum Lot Depth [Street frontage width may be less than minimum lot width where Flag Lots are allowed, per Chapter 4.3.050.] *if one lot	[1.5 times min. width or 80 feet, whichever is less]	[1.5 times min. width or 75 feet, whichever is less]	[1.5 times min. width or 70 feet, whichever is less]	
Building or Structure Height. See also, Sections 2.2.040 Setback Yard Exceptions, [2.2.080 Building Height Transition], 3.3.020 Clear Vision, and 3.4.050 Fences and Walls.				
Level Site (slope less than 15%), maximum height	[30 ft]	[35 ft]	[40 ft]	
Building Height Transition Required Abutting R-1 District (Sec 2.2.080)	No	Yes	Yes	

User's Guide: The building height standards for sloping lots are intended to provide regulatory relief for daylight basements. Adjustment for a sloping site may not be necessary if the city measures building height from "grade plane," as defined by International Building Code. Grade plane provides for height adjustment on sloping lots by using an average finished grade as the basis for measuring height.

2.2 –Zoning District Regulations | Lot and Development Standards

Table 2.2.040.D – Lot and Development Standards for Residential zones

(Except as provided by 2.2.040.F through 2.2.080, as modified under Chapter 4.7 Adjustments and Variances, or as approved under Chapter 4.8 Master Planned Developments.)

Standard	R-1	R-2	R-3	[Reserve]
Fences and Non-Building Walls Max. Height. – Front Yard Max. Height. – Interior Side Max. Height – Rear Yard Max. Height – Street-Side; or Reverse Frontage Lot (rear) (See also, Section 3.4.040.)	4 ft 7 ft 7 ft 6 ft; with 4 ft landscape buffer	4 ft 7 ft 7 ft 6 ft; with 4 ft landscape buffer	4 ft 7 ft 7 ft 6 ft; with 4 ft landscape buffer	
Lot Coverage [(two options)]: 1) Maximum Lot Coverage (foundation plane area as % of site area) Single-Family, Not Attached Single-Family, Attached/Common Wall Duplex Multifamily or Cottage Cluster Mixed-Use/Live Work/Commercial Civic/Institutional/Open Space	 50% Not permitted 60% 60% Not applicable 60%	 55% 70% 70% 70% 75% 60%	 60% 75% 75% 80% 90% 60%	
[2) Coverage Bonus] This bonus is an incentive for low-impact development, to reduce impacts associated with surface water runoff.	[The City Administrator, subject to review through a Type II procedure, may approve an increase to the lot coverage standards, above, pursuant to Section 2.2.070.]			
Minimum Landscape Area (% lot area), Landscape area may include plant areas and some non-plant areas as allowed under Section 3.4.030.	30%	25%	20%	
Minimum Setbacks (feet). See also, Sections 2.2.040 Setback Yard Exceptions, [2.2.080 Building Height Transition], 3.3.020 Clear Vision, and 3.4.050 Fences and Walls.				
Front and Street-Side Setback Yards Standard Setback Garage or Carport Opening Porch or Similar Open Structure (e.g., balcony, portico, patio, wall) where structure is less than 50% enclosed Exception (0 ft for wheelchair ramp)	15 ft 20 ft 15 ft	15 ft 20 ft 10 ft	12 ft 20 ft 10 ft	

2.2 –Zoning District Regulations | Lot and Development Standards

Table 2.2.040.D – Lot and Development Standards for Residential zones

(Except as provided by 2.2.040.F through 2.2.080, as modified under Chapter 4.7 Adjustments and Variances, or as approved under Chapter 4.8 Master Planned Developments.)

Standard	R-1	R-2	R-3	[Reserve]
Interior Side Setback Yards				
<u>Structure >24' height (total of 2 interior sides, with no setback yard less than 3 ft)</u>	8 ft	7 ft	7 ft	
<u>Structure 12'-24' height (total of 2 interior sides, with no setback yard less than 3 ft)</u>	7 ft	6 ft	6 ft	
<u>Structure <12' height (total of 2 interior sides, with no setback yard less than 3 ft)</u>	6 ft	5 ft	5 ft	
<u>Garage or Carport Opening, except alley</u>	20 ft	20 ft	20 ft	
Exceptions:				
<u>Alley</u>	5 ft	5 ft	5 ft	
<u>Porch or Similar Open Structure</u> (e.g., balcony, wheelchair ramp, portico, patio, wall) where structure is less than 50% enclosed	5 ft	5 ft	5 ft	
<u>Common Walls or Zero Lot Line Developments</u>	Not permitted	0 ft one side; [5-10] ft other side	0 ft one side; [5-10] ft other side	

Note: Always avoid utility easements when building near property lines.

User's Guide: The city may require fire suppression sprinkler systems for some structures where, due to the structure's height, sprinkler systems are necessary.

2.2 –Zoning District Regulations | Lot and Development Standards

Table 2.2.040.D – Lot and Development Standards for Residential zones

(Except as provided by 2.2.040.F through 2.2.080, as modified under Chapter 4.7 Adjustments and Variances, or as approved under Chapter 4.8 Master Planned Developments.)

Standard	R-1	R-2	R-3	[Reserve]
Rear Setback Yard				
Structure >24' height	15 ft	10 ft	10 ft	
Structure 12'-24' height	10 ft	5 ft	5 ft	
Structure <12' height	5 ft	5 ft	3 ft	
Garage or Carport Opening, except alley	20 ft	20 ft	20 ft	
Exceptions:				
Alley	5 ft	5 ft	5 ft	
Porch or Similar Open Structure (e.g., balcony, portico, patio wall) where structure is <50% enclosed	5 ft	5 ft	5 ft	
Common Walls or Zero Lot Line	N/A	0 ft	0 ft	
Special Setback for Planned Street Improvements: New structures or structure additions on lots abutting an existing public street that does not meet the minimum standards of Section 3.6.020 for right-of-way width shall provide setbacks sufficient to allow for the future widening of the right-of-way, plus the minimum required yard setback. Building permits shall not be issued for new structures or additions that do not meet this standard.				

2.2 –Zoning District Regulations | Lot and Development Standards

E. Lot and Development Standards for Non-Residential Districts. The development standards in Table 2.2.040.E apply to all [new] development [as of (effective date)] in the City's Non-Residential zones, as follows.

Table 2.2.040.E – Lot and Development Standards for Non-Residential zones (Except as provided by 2.2.040.F through 2.2.080, as modified under Chapter 4.7 Adjustments and Variances, or as approved under Chapter 4.8 Master Planned Developments.)				
Standard	C-1	M-1	M-2	PFZ
Minimum Lot Area* (square feet) *Development must conform to lot width, depth, yard setback, and coverage standards.	None	None	None	None
Minimum Lot Width and Depth	None	[None, or # acres, per Economic Opportunities Analysis]	2.5 acres	None
Building and Structure Height* <u>Standard (slope less than 15%), maximum height</u> <u>[Height Bonus for Residential Use in Upper Building Story]</u> <u>[Building Height Transition required adjacent to R-1 District, per Section 2.2.080.]</u> <u>*[Height Increase]</u> The City may increase the standard height, above, for specific projects with approval of a Conditional Use Permit (CUP), per Chapter 4.4.]	60 ft 15 ft Yes Yes	75 ft N/A Yes Yes	100 ft N/A Yes Yes	50 ft None No Yes

User's Guide: The city may require fire suppression sprinkler systems for some structures where, due to the structure's height, sprinkler systems are necessary.

2.2 –Zoning District Regulations | Lot and Development Standards

Table 2.2.040.E – Lot and Development Standards for Non-Residential zones

(Except as provided by 2.2.040.F through 2.2.080, as modified under Chapter 4.7 Adjustments and Variances, or as approved under Chapter 4.8 Master Planned Developments.)

Standard	C-1	M-1	M-2	PFZ
<u>Fences and Non-Building Walls</u> Maximum Height – Front Yard Maximum Height – Interior Side Maximum Height – Rear Yard Maximum Height – Street-Side or Reverse Frontage Lot (rear) (See also, Section 3.4.040.)	4 ft 8 ft 10 ft 6 ft with 5 ft landscape buffer	4 ft, except City-required screens 8 ft, except City-required screens 10ft, except City-required screens 6 ft with 5 ft landscape buffer		
Lot Coverage [(two options)]: 1. Maximum Lot Coverage (foundation plane area as % of site area)	90%	90%		90%
[2. Coverage Bonus]	<i>[The Planning Official / Planning Commission, subject to review through a Type II / III procedure, may approve an increase to the lot coverage standards, above, pursuant to Section 2.2.070.]</i>			
Minimum Landscape Area (% site area), includes required parking lot landscaping and any required screening. This standard does not apply to individual, detached single-family dwellings, but does apply to mobile home parks, Section 2.3.140 [Landscape area may include street trees and civic space improvements in some zones, per Sections 3.2.050 and 3.4.030.]	15%	10%	5%	20%

2.2 –Zoning District Regulations | Lot and Development Standards

Table 2.2.040.E – Lot and Development Standards for Non-Residential zones

(Except as provided by 2.2.040-2.2.080, or as modified under Chapter 4.5 Master Planned Developments and Chapter 4.7 Adjustments and Variances)

Standard	C-I	M-I	M-2
Minimum Setback Yards (feet): (See also, Section 2.2.080, RL Height Step-Down.)			
<u>Front, Street-Side, Interior Side, and Rear</u> property lines, except garage or carport, or as required by other code provisions	0 ft	15 ft	0 ft
<u>Garage or Carport Entry</u> , setback from street	20 ft	20 ft	20 ft
<u>Alley</u>	3 ft	3 ft	3 ft
<u>Adjacent to RL District</u>	5 ft, and per Section 2.2.170	20 ft, and per Section 2.2.170	30 ft, per Section 2.2.170
<p>Special Setback for Planned Street Improvements: New structures or structure additions on lots abutting an existing public street that does not meet the minimum standards of Section 3.6.020 for right-of-way width shall provide setbacks sufficient to allow for the future widening of the right-of-way, plus the minimum required yard setback. Building permits shall not be issued for new structures or additions that do not meet this standard.</p>			
<p>Note: Always check for utility easements prior to construction.</p>			

Article 3 - Community Design Standards

Chapters:

- 3.1 Design Standards Administration
- 3.2 Building Orientation and Design
- 3.3 Access and Circulation
- 3.4 Landscaping, Fences and Walls, [*Outdoor Lighting*]
- 3.5 Parking and Loading
- 3.6 Public Facilities
- [3.7 Signs]

3.1 – Design Standards Administration | Purpose

Chapter 3.1 - Design Standards Administration

Sections:

3.1.010 Purpose

3.1.020 Applicability

3.1.010 Purpose

Article 3 contains design standards for the built environment. The standards are intended to protect the public health, safety, and welfare through multimodal accessibility and interconnectivity, and through the provision of parking, landscaping, adequate public facilities, and appropriate signage.

3.1.020 Applicability

The provisions Article 3 apply to permits and approvals granted under this Code, and other City actions, as summarized in Table 3.1.020. The Planning Commission or City Council may for Type III or IV decisions, and the City Administrator for Type I or II decisions, modify these standards upon finding of special need or circumstances IAW Chapter 4.7.030.

3.1 – Design Standards Administration | Applicability

Table 3.1.020 Applicability of Design Standards to Approvals and Permits						
Approvals*	3.2 Building Design	3.3 Access Circulation	3.4 Landscapes & Screening	3.5 Parking & Loading	3.6 Public Facilities	3.7 Signs
Zoning Checklist Review	Review and determine whether land use application is required.					
Access or Approach Permit	N	Y	N	Y	Y	N
Adjustment	Individual chapters may apply, depending on the adjustment request.					
Annexation	N	N	N	N	Y	N
Building Permit	The City reviews building plan proposals through a Type I (Zoning Checklist) procedure and determine which standards apply.					
Code Interpretation	Standards are subject to City interpretation under Chapter 1.5.					
Code Text Amendment	Chapters apply where amendment affects design standards.					
Comprehensive Plan Map Amendment	N	N	N	N	Y	N
Conditional Use Permit	Y	Y	Y	Y	Y	Y
Home Occupation	N	N	Y	Y	N	Y
Legal Lot Determination	N	Y	N	N	Y	N
Master Planned Development	Y	Y	Y	Y	Y	Y
Modification to Approval or Condition of Approval	Individual chapters may apply, depending on the modification request.					
Non-Conforming Use or Structure, Expansion of	Y	Y	Y	Y	Y	Y
Minor Partition or Re-plat of 2 lots (See also, Chapter 4.3)	N	Y	Y (for flag lot)	Y (if use exists)	Y	N
Property Line Adjustments, including Lot Consolidations (See also, Chapter 4.3)	N	Y	Y (for flag lot)	Y (if use exists)	Y	N
Site Design Review (See also, Chapter 4.2)	Y	Y	Y	Y	Y	Y
Subdivision or Replat of 6+ lots (See also, Chapter 4.3)	Y	Y	Y	Y	Y	Y
Adjustments	Individual chapters may apply, depending on the variance request.					
Zoning District Map Change	N	N	N	N	Y	N
Major Partition (3-5 lots)	Y	Y	Y for flag lots	N	Y	N

* The applicant may be required to comply with the design standards of other agencies, such as a road authority or natural resource regulatory agency. The City's failure to notify the applicant of any requirement or procedure of another agency shall not invalidate a permit or other decision made by the City under this Code.

Chapter 3.2 – Building Orientation and Design

Sections:

- 3.2.010 Purpose
- 3.2.020 Applicability
- 3.2.030 Residential Buildings
- 3.2.040 Non-Residential Buildings
- 3.2.050 Civic Space and Pedestrian Amenities
- 3.2.060 Drive-Up and Drive-Through Uses and Facilities
- [3.2.070 Reserved for Special District Design Standards]

3.2.010 Purpose

Chapter 3.2 regulates the placement, orientation, and design of buildings. The regulations are intended to protect public health, safety, and welfare through clear and objective standards that promote a variety of land uses and development, while protecting property values and ensuring predictability in the development process. In summary, Chapter 3.2 is intended to create and maintain a built environment that:

- A.** is conducive to walking and bicycling;
- B.** provides natural surveillance of public spaces, or “eyes on the street,” for crime prevention and security;
- C.** reduces dependency on the automobile for short trips, thereby conserving energy and reducing unwanted congestion;
- D.** encourages the use of water-conserving landscaping;
- E.** allows for the integration of surface water management facilities within parking lots and landscape areas;
- F.** creates a sense of place that is consistent with the character of the community, including historical development patterns and the community vision.

3.2 – Building Orientation and Design | Applicability

3.2.20 Applicability

Chapter 3.2 applies to all new buildings in the residential, commercial and public use zones and significant exterior alterations (more than 25% of existing exterior or floor space) to existing buildings. *[The Planning Commission, through a (Type II / III) procedure, may grant adjustments to Chapter 3.2, pursuant to the criteria of Chapter 4.7 Adjustments and Variances.*

3.2.21 The City Administrator, through a Type I or Type II process, may adjust or revise building orientation and design to better reach the goals of 3.2.010, provided developer or builder total project costs are not increased by more than 10%.

3.2 – Building Orientation and Design | Residential Buildings

3.2.030 Residential Buildings

- A. Purpose.** The following requirements are intended to create and maintain a built environment that is conducive to walking; reduces dependency on the automobile for short trips; provides natural surveillance of public spaces; and maintains the historic integrity / architectural character of the community.
- B. Required Standards.** All residential buildings in the R-1, R-2, and R-3 zones shall comply, respectively, with the requirements of this code.
- C. Building Orientation.** Residential buildings that are subject to the provisions of this chapter, pursuant to Section 3.2.020, shall conform to all of the following standards:
- 1. Building Orientation to Street.** Except as provided below, dwelling units shall orient toward a street, have a primary entrance opening toward the street, and be connected to the right-of-way with an approved walkway and residential front yard.
 - a. A dwelling may have its primary entrance oriented to a yard other than the front or street yard where the only permitted access to the property is from a shared driveway or flag lot drive and orienting the dwelling entrance to the street is not practical due to the layout of the lot and driveway, or
 - b. Where there is no adjacent street to which a dwelling may be oriented, or it is not practical to orient a dwelling to an adjacent street due to lot layout, topographic, or other characteristics of the site, or if the specific nature of the project or structure as a whole focuses or centers on a feature or area that is not a public street, or the dwelling is designed to face onto a central courtyard or away from the street, then the dwelling may orient to a walkway, courtyard, open space, common area, lobby, or breezeway (i.e., for multiple family buildings).
 - c. Where a flag lot is permitted, building orientation shall conform to the provisions for flag lots under Chapter 4.3.
- D. Garages.** The following standards apply to all types of vehicle storage, including, but not limited to, buildings, carports, canopies, and other permanent and temporary structures. The standards are intended to balance residents' desire for a convenient, safe, and private vehicle access to their homes with the public interest in maintaining safe and aesthetically pleasing streetscapes. The standards therefore promote pedestrian safety and visibility of public ways, while addressing aesthetic concerns associated with street-facing garages.

1. **Alleys and Shared Drives.** Where a dwelling abuts a rear or side alley, or a shared driveway [*including flag lot drives,*] the garage or carport opening(s) for that dwelling may orient to the alley or shared drive, as applicable, or street, provided that the proposed orientation is consistent with existing or proposed development in the immediate area. Setbacks for garages facing alleys or shared driveways shall be 15 feet or more from the garage or carport to the closest edge of the alley or driveway easement of right of way.
2. **Setback for Garage Opening Facing Street.** No garage or carport opening shall be placed closer than 20 feet to a street right-of-way (*except where the City approves a reduced setback and parking in front of garages is restricted*).
3. **Garages for Duplex Dwellings.** Duplex design shall conform to Section 2.2.0400 E.

3.2 – Building Orientation and Design | Non-Residential Buildings

3.2.040 Non-Residential Buildings

A. Purpose and Applicability. The following requirements apply to non-residential development in the C-1 or PU2 zone, including individual buildings and developments with multiple buildings such as shopping centers, office complexes, mixed-use developments, and institutional campuses. The standards are intended to create and maintain a built environment that is conducive to pedestrian accessibility, reducing dependency on the automobile for short trips, while providing civic space for employees and customers, supporting natural surveillance of public spaces, and creating human-scale design. The standards encourage buildings placed close to streets, with storefront windows (where applicable), with large building walls divided into smaller planes, and with architectural detailing. The standards are also intended to promote compatibility with the historic development pattern / architectural character of the community.

[The standards are intended to enhance / support the continued development of the city, reinforcing it as an attractive place to work, shop, and conduct business.

[The standards respond to and reconcile the historical context of the city with more contemporary building practices. The standards draw on the architectural vocabulary of the city's historic districts, while allowing a contemporary interpretation of older building forms and styles scaled to fit the community. It is not the City's intent to create an architectural theme, but rather to ensure that new buildings and exterior alterations fit within the context of their surroundings and contribute toward the development of compact, walkable commercial and mixed-use districts.

Specifically, the standards:

draw upon the local vocabulary of building styles and elements, including compatibility with locally significant historic structures where applicable;

1. Create a sense of street enclosure with appropriate building heights and detailing;
2. Address differences in building scale between different zoning districts;
3. Encourage a diversity of building facades and rooflines that fall into a consistent rhythm;
4. Improve the streetscape with adequate civic space, street furnishings and public art;
5. Focus parking behind or adjacent to structures in order to create a sense of community and promote pedestrian access.

B. Building Orientation. The following standards apply to new buildings and building additions that are subject to Site Design Review. The City Planning Commission may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapter 4.2 and Chapter 4.7, respectively.

1. Except as provided in subsections 3.2.040.C(5)-(6), below, all buildings shall have at least one primary entrance (i.e., tenant entrance, lobby entrance, breezeway entrance, or courtyard entrance) facing an abutting street (i.e., within 45 degrees of the street property line); or if the building entrance must be turned more than 45 degrees from the street (i.e., front door is on a side or rear elevation) due to the

configuration of the site or similar constraints, a paved pedestrian walkway must connect the primary entrance to the sidewalk in conformance with Section 3.3.030.

2. Off-street parking, trash storage facilities, and ground-level utilities (e.g., utility vaults), and similar obstructions shall not be placed between building entrances and the street(s) to which they are oriented. To the extent practicable, such facilities shall be oriented internally to the block and accessed by alleys or driveways or screened from view by any abutting street, sidewalk, or fencing.
3. Off-street parking shall be oriented internally to the site to the extent practicable, and shall meet the Access and Circulation requirements of Chapter 3.3, the Landscape and Screening requirements of Chapter 3.4, and the Parking and Loading requirements of Chapter 3.5.
4. Where a development contains multiple buildings and there is insufficient street frontage to meet the above building orientation standards for all buildings on the subject site, a building's primary entrance may orient to plaza, courtyard, or similar pedestrian space containing pedestrian amenities and meeting the requirements under Section 2.3.090, subject to Site Design Review approval. When oriented this way, the primary entrance(s), plaza, or courtyard shall be connected to the street by a paved or hardscape pedestrian walkway conforming to Section 3.3.030.

C. Primary Entrances and Windows. The following standards apply to new buildings and building additions that are subject to Site Design Review. The City Planning Commission may approve adjustments to the standards as part of a Site Design Review approval, pursuant to Chapter 4.2 and Chapter 4.7, respectively.

1. **Pedestrian Entrances.** Ground level entrances oriented to a street shall be at least partly transparent for natural surveillance and to encourage an inviting and successful business environment. This standard may be met by providing a door with a window(s), a transom window above the door, or sidelights beside the door. Where ATMs or other kiosks are proposed on any street-facing elevation, they shall be visible from the street for security and have a canopy, awning, or other weather protection shelter.
2. **Corner Entrances.** Buildings on corner lots are encouraged to have corner entrances. Where a corner entrance is not provided, the building plan shall provide an architectural element or detailing (e.g., tower, beveled corner, art, special trim, etc.) that accentuates the corner location.
3. **Street Level Entrances.** All primary building entrances shall open to the sidewalk and shall conform to Americans with Disabilities Act (ADA) requirements, as applicable. Primary entrances above or below grade may be allowed where ADA accessibility is provided.
4. **Windows – General.** Except as approved for parking structures or accessory structures, the front/street-facing elevations of buildings shall provide display windows, windowed doors, and where applicable, transom windows to express a storefront character.
5. **Side and Rear Elevation Windows.** All side and rear elevations, except for zero-lot line or common wall elevations, where windows are not required, shall provide not less than 30 percent transparency.
6. **Window Exceptions.** The City Planning Commission may approve an exception to the above standards where existing topography or building function makes compliance impractical. Where an exception to the window transparency requirement is made for parking garages or similar structures, the building design must incorporate openings or other detailing that resembles the window patterns (rhythm and scale).

3.2 – Building Orientation and Design | Non-Residential Buildings

D. Mechanical Equipment

1. **Building Walls.** Where mechanical equipment, such as utility vaults, air compressors, generators, antennae, satellite dishes, or similar equipment, is permitted on a building wall that abuts a public right-of-way or civic space, it shall be screened pursuant to Chapter 3.4.030. Standpipes, meters, vaults, and similar equipment need not be screened but shall not be placed on a front elevation when other practical alternatives exist; such equipment shall be placed on a side or rear elevation where practical.
2. **Rooftops.** Except as provided below, rooftop mechanical units shall be setback or screened behind a parapet wall or other screening so that they are not visible from any public right-of-way or civic space. Where such placement and screening is not practicable, the City Planning Commission may approve painting of mechanical units in lieu of screening; such painting may consist of muted, earth-tone colors that make the equipment visually subordinate to the building and adjacent buildings, if any.
3. **Ground-Mounted Mechanical Equipment.** Ground-mounted equipment, such as generators, air compressors, trash compactors, and similar equipment, shall be limited to side or rear yards and screened with fences or walls constructed of materials similar to those on adjacent buildings.

E. Drive-Up and Drive-Through Facilities. Drive-up and drive-through facilities shall comply with the requirements of Section 3.3.030 D.

F. Historic District and Historic Buildings. Refer to HMC 18.35 and 18.105.

G. Mixed-Use Building Height Bonus. Where Section 2.2.040 provides for a building height bonus for mixed-use development, the City Administrator or Planning Commission may approve, approve with conditions, or deny a proposed height bonus if all of the following criteria are met:

1. The proposed height increase is for the sole purpose of allowing a residential use above a permitted commercial, civic, or institutional use; or is required to accommodate structured parking.
2. The proposed increase in height is compatible with adjacent uses and structures, or can be made compatible through reasonable conditions of approval. For the purposes of this subsection, a finding of compatibility means that the proposed height increase does not create a fire hazard; does not conflict with a locally or federally designated historic landmark or district, or with a building or district the City recognizes as being eligible for the National Register of Historic Places; and does not create excessive glare, shade, noise, or privacy concerns for existing adjacent residential uses.]
3. The proposed increase in height does not exceed the standards of Section 2.2.040 by more than 20%.

3.3 – Access and Circulation | Purpose

Chapter 3.3 - Access and Circulation

Sections:

- 3.3.010 Purpose
- 3.3.020 Applicability
- 3.3.020 Vehicular Access and Circulation

3.3.010 Purpose

Chapter 3.3 contains standards for vehicular and pedestrian access, circulation, and connectivity. The standards promote safe, reasonably direct, and convenient options for walking and bicycling, while accommodating vehicle access to individual properties, as needed.

3.3.020 Applicability

Chapter 3.3 applies to new development or changes in land use necessitating a new or modified street or highway connection. Except where the standards of a roadway authority other than the City supersede City standards, Chapter 3.3 applies to all connections to a street or highway, and to driveways and walkways. The City Administrator, through a Type II procedure, or Planning Commission, through a Type III procedure, may grant adjustments to Chapter 3.2, pursuant to the criteria of Chapter 4.7 Adjustments and Variances. This section also applies to internal circulation requirements for all projects subject to the site plan review process.

3.3 – Access and Circulation | Vehicular Access and Circulation

3.3.030 Vehicular Access and Circulation

- A. Purpose and Intent.** Section 3.3.030 *[implements the street access policies of the City of Harrisburg Transportation System Plan and serves as the street access management policy of the City of Harrisburg until such time as the City adopts a revised Transportation System Plan.]* It is intended to promote safe vehicle access, circulation, and egress to properties, while maintaining traffic operations in conformance with adopted standards. "Safety," for the purposes of this chapter, extends to all modes of transportation.
- B. Permit Required.** Vehicular access to a public street (e.g., a new or modified driveway connection to a street or highway) requires an approach permit approved by the applicable roadway authority. *[The City Administrator reviews permit requests for connections to City streets through a Type I procedure.]*
- C. Traffic Study Requirements.** The City, in reviewing a development proposal or other action requiring an approach permit, may require a traffic impact analysis, pursuant to Section 3.6.020, to determine compliance with this code.
- D. Approach and Driveway Development and Circulation Standards.** Approaches and driveways shall conform to all of the following development standards:
1. The number of approaches on higher classification streets (e.g., collector and arterial streets) shall be minimized; where practicable, access shall be taken first from a lower classification street.
 2. Approaches shall conform to the spacing standards of subsections E and F, below, and shall conform to minimum sight distance and channelization standards of the roadway authority.
 3. Driveways shall be paved and meet applicable construction standards.
 4.
 - a. Private or public driveways exceeding 150 feet and/or as the sole access for three or more homes shall have a paved driving surface of at least 20 feet (26 feet if abutting a fire hydrant) and an unobstructed vertical clearance of not less than 13 feet 6 inches.
 - b. Public or private driveways serving as the sole vehicle access to one or two homes and/or less than 150 feet shall have a paved driving surface of at least 14 feet, with an unobstructed width of 20 feet, and turning radius of not less than 28 feet and a turnaround radius of at least 48 feet, as measured from the same center point.
 - c. These requirements are subject to amendments by the Oregon Fire Code Application Guide and upon mutual agreement of the City Engineer and local Fire Marshall or their authorized representatives.
 5. The City Engineer may limit the number or location of connections to a street, or limit directional travel at an approach to one-way, right-turn only, or other restrictions, where the roadway authority requires mitigation to alleviate safety or traffic operations concerns.

6. Where the spacing standards of the roadway authority limit the number or location of connections to a street or highway, the City Engineer or authorized City representative may require a driveway extend to one or more edges of a parcel and be designed to allow for future extension and inter-parcel circulation as adjacent properties develop. The City Engineer or authorized City representative may also require the owner(s) of the subject site to record an access easement for future joint use of the approach and driveway as the adjacent property(ies) develop(s).
7. Where applicable codes require emergency vehicle access, approaches and driveways shall be designed and constructed to accommodate emergency vehicle apparatus and shall conform to applicable fire protection requirements. The City Engineer or authorized City representative may restrict parking, require signage, or require other public safety improvements pursuant to the recommendations of an emergency service provider.
8. As applicable, approaches and driveways shall be designed and constructed to accommodate truck/trailer-turning movements.
9. Driveways shall accommodate all projected vehicular traffic on-site without vehicles stacking or backing up onto a street.
10. Driveways shall be designed so that vehicle areas, including, but not limited to, drive-up and drive-through facilities and vehicle storage and service areas, do not obstruct any public right-of-way.
11. Approaches and driveways shall not be wider than necessary to safely accommodate projected peak hour trips and turning movements, and shall be designed to minimize crossing distances for pedestrians.
12. As it deems necessary for pedestrian safety, the City Engineer or authorized representative, in consultation with the roadway authority, as applicable, may require that traffic-calming features, such as speed tables, textured driveway surfaces (e.g., pavers or similar devices), curb extensions, signage or traffic control devices, or other features, be installed on or in the vicinity of a site as a condition of development approval.
13. Construction of approaches along acceleration or deceleration lanes, and along tapered (reduced width) portions of a roadway, shall be avoided; except where no reasonable alternative exists and the approach does not create safety or traffic operations concern.
14. Approaches and driveways shall be located and designed to allow for safe maneuvering in and around loading areas, while avoiding conflicts with pedestrians, parking, landscaping, and buildings.
15. Where sidewalks or walkways occur adjacent to a roadway, driveway aprons constructed of concrete shall be installed between the driveway and roadway edge. The roadway authority may require the driveway apron be installed outside the required sidewalk or walkway surface, consistent with Americans with Disabilities Act (ADA) requirements, and to manage surface water runoff and protect the roadway surface.
16. Where an accessible route is required pursuant to ADA, approaches and driveways shall meet accessibility requirements where they coincide with an accessible route.
17. The City Engineer or authorized representative may require changes to the proposed configuration and design of an approach, including the number of drive aisles or lanes, surfacing, traffic-calming features, allowable turning movements, and other changes or mitigation, to ensure traffic safety and operations.

18. Where a new approach onto a state highway or a change of use adjacent to a state highway requires ODOT approval, the applicant is responsible for obtaining ODOT approval. The City Engineer may approve a development conditionally, requiring the applicant first obtain required ODOT permit(s) before commencing development, in which case the City will work cooperatively with the applicant and ODOT to avoid unnecessary delays.
 19. Where an approach or driveway crosses a drainage ditch, canal, railroad, or other feature that is under the jurisdiction of another agency, the applicant is responsible for obtaining all required approvals and permits from that agency prior to commencing development.
 20. Where a proposed driveway crosses a culvert or drainage ditch, the City Engineer or authorized representative may require the developer to install a culvert extending under and beyond the edges of the driveway on both sides of it, pursuant to applicable public works design standards.
 21. Except as otherwise required by the applicable roadway authority or waived by the City Engineer, temporary driveways providing access to a construction site or staging area shall be paved or graveled to prevent tracking of mud onto adjacent paved streets.
 22. Development that increases impervious surface area shall conform to the storm drainage and surface water management requirements of Section 3.6.050.
- E. Internal, on site, circulation of cars and persons on development in excess of 40,000 square feet or 1.5 acres shall conform to the following standards:**
1. Driveway egress and/or ingress shall not impede the unrestricted access of pedestrians to the primary building.
 2. At least one curbed pedestrian walkway shall connect the parking lot to the primary structure.
 3. The development site parking plan will allow sufficient vehicle turning radices and parking lot spaces to accommodate large, 4-wheel drive personal pickups and SUVs as determined by the City Engineer.
 4. The development site parking plan will allow sufficient, dedicated area(s) to allow large truck loading and unloading zone(s) that do(es) not interfere with passenger vehicle or pedestrian circulation.
- F. Approach Separation from Street Intersections.** Except as provided by Section 3.3.030.H, the following minimum distances shall be maintained between approaches and street intersections, where distance is measured from the edge of an approach surface to the edge of the roadway at its ultimate designated width:
1. On an arterial street: 100 feet, except as required by ODOT, pursuant to Oregon Administrative Rule (OAR) 734-051, for state highways
 2. On a collector street: 50 feet
 3. On a local street: 20 feet

4. Where existing conditions and easements limit separation distances, the City Engineer may grant reductions of up to 25%.

G. Approach Spacing. Except as provided by Section 3.3.030.H or as required to maintain street operations and safety, the following minimum distances shall be maintained between approaches, where distance is measured from the edge of one approach to the edge of another:

1. On an arterial street: 150-250 feet based on speed limit or posted speed, as applicable, except as otherwise required by ODOT for a state highway, pursuant to Oregon Administrative Rules (OAR) 734-051
2. On a collector street: 50-100 feet
3. On a local street: 20 feet, or the City Engineer or authorized representative may approve closer spacing where necessary to provide for on-street parking (e.g., between paired approaches)

H. Vision Clearance. No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) between three feet and eight feet in height shall be placed in "vision clearance areas" at street intersections, as illustrated. The minimum vision clearance area may be modified by the City Engineer through a Type I procedure, upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). Placement of light poles, utility poles, and tree trunks should be avoided within vision clearance areas.

I. Exceptions and Adjustments. The City Engineer may approve adjustments to the spacing standards of subsections E and F, above, where an existing connection to a City street does not meet the standards of the roadway authority and the proposed development moves in the direction of better code compliance. The City Engineer through a Type I procedure may also approve a deviation to the spacing standards on City streets where it finds that mitigation measures, such as consolidated access (removal of one access), joint use driveways (more than one property uses same access), directional limitations (e.g., one-way), turning restrictions (e.g., right-in/right-out only), or other mitigation alleviate all traffic operations and safety concerns.

J. Joint Use Access Easement and Maintenance Agreement. Where the City requires and approves a joint use driveway, the property owners shall record an easement with the deed allowing joint use of and cross access between adjacent properties. The owners of the properties agreeing to joint use of the driveway shall record a joint maintenance agreement with the deed, defining maintenance responsibilities of property owners. The applicant shall provide a fully executed copy of the agreement to the City for its records, but the City is not responsible for maintaining the driveway or resolving any dispute between property owners.

3.4 – Landscaping, Fences and Walls, *[Outdoor Lighting]* | Purpose

Chapter 3.4 - Landscaping, Fences and Walls, *[Outdoor Lighting]*

Sections:

- 3.4.010 Purpose
- 3.4.020 Applicability
- 3.4.030 Landscaping and Screening
- 3.4.040 Fences and Walls
- [3.4.050 Outdoor Lighting]*

3.4.010 Purpose

Chapter 3.4 contains standards for landscaping and screening, fences, accessory walls, *[and outdoor lighting]*. The regulations are intended to protect public health, safety, and welfare by reducing development impacts (e.g., glare, noise, and visual impacts) on adjacent uses; minimizing erosion; slowing the rate of surface water runoff, thereby reducing infrastructure costs; buffering pedestrians from vehicle maneuvering areas; cooling buildings and parking lots in summer months with shade; and enhancing the city's appearance.

3.4.020 Applicability

A. Section 3.4.030 establishes design standards for landscaping and screening. Projects requiring Site Design Review or Land Division of Major Partition and greater, shall meet the landscape standards of the applicable zone, including the standards in Table 2.2.040 and any Special Use requirements under Chapter 2.4, and the requirements of Section 3.4.030. Property owners are required to maintain landscaping and screening pursuant to subsection 3.4.030.G.

B. Section 3.4.040 establishes design standards for when a fence or a wall not attached to a building is to be erected, extended, or otherwise altered. It also applies to situations where this code requires screening or buffering (e.g., outdoor or unenclosed storage uses). The standards of Section 3.4.040 supplement the development standards in Table 2.2.040 and any applicable Special Use requirements under Chapter 2.4.

[C. Section 3.4.050, Outdoor Lighting, applies to all new outdoor lighting, i.e., lighting that is installed after the (effective date) of this title].

[C/D.] [The City Administrator, through a Type II procedure, may grant adjustments to Chapter 3.2, pursuant to the criteria of Chapter 4.7 Adjustments and Variances.

3.4 – Landscaping, Fences and Walls, *[Outdoor Lighting]* | Landscaping and Screening

3.4.030 Landscaping and Screening

- A. General Landscape Standard.** All portions of a lot not otherwise developed with buildings, accessory structures, vehicle maneuvering areas, or parking shall be landscaped as required by Table 2.2.040.E. All developments requiring site plan review, subdivisions, or major partitions shall include a formal landscape plan as part of their application.
- B. Minimum Landscape Area.** All lots shall conform to the minimum landscape area standards of the applicable zoning district, as contained in Table 2.2.040. The City Administrator, consistent with the purposes in Section 3.4.010, may allow credit toward the minimum landscape area for existing vegetation that is retained in the development. The City Administrator may apply landscaping credits for features such as patios, large rocks, barked or mulched areas, decorative concrete, etc.
- C. Plant Selection.** A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions, among other factors. When new vegetation is planted, soils shall be amended and irrigation shall be provided to allow for healthy plant growth. The selection of plants shall be based on all of the following standards and guidelines:
1. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered. The City may rely on *[Oregon State University Extension Service bulletins or other]* expert sources in evaluating landscape plans. Plant species, size, and location shall be included on the landscape plan.
 2. Plant species that do not require irrigation once established (naturalized) are preferred over species that require regular irrigation.
 3. Trees shall be healthy and disease free and not less than 2-inch caliper for street trees and 1.5-inch caliper for other trees at the time of planting (measured 6 inches above ground level). Trees to be planted under or near power lines shall be selected so as to not conflict with power lines at maturity. Street trees must be selected from the city's approved list.
 4. Shrubs shall be planted from 5-gallon containers, minimum, where they are for required screens or buffers, and 2-gallon containers minimum elsewhere.
 5. Shrubs shall be spaced in order to provide the intended screen or canopy cover within two years of planting.
 6. All landscape areas, whether required or not, that are not planted with trees and shrubs or covered with allowable non-plant material, shall have ground cover plants that are sized and spaced to achieve plant coverage of not less than 75 percent at maturity. *[The City Administrator may reduce this standard by one-half where a project proposal includes preserving a Heritage Tree]*.
 7. Bark dust, chips, aggregate, rocks, or other non-plant ground covers may be used, but shall cover not more than 25 percent of any landscape area.
 8. Where storm water retention or detention, or water quality treatment facilities are proposed, they shall be planted with water-tolerant species.

9. Existing mature trees that can thrive in a developed area and that do not conflict with other provisions of this Code shall be retained where specimens are in good health, have desirable aesthetic characteristics, and do not present a hazard.
10. Evergreen plants shall be used where a sight-obscuring landscape screen is required.
11. Deciduous trees should be used where summer shade and winter sunlight is desirable.
12. Landscape plans shall provide for both temporary and permanent erosion control measures, which shall include plantings where cuts or fills, including berms, swales, storm water detention facilities, and similar grading, is proposed.
13. When new vegetation is planted, soils shall be amended and irrigation provided until the plants are naturalized and able to grow on their own.

D. Historical Overlay District Streetscape Standard. Developers of projects within the City's Historical District Zone can meet the landscape area requirement of subsection 3.4.030.B, in part, by installing street trees in front of their projects. The City Administrator shall grant credit toward the landscape area requirement using a ratio of 1:1, where one square foot of planted area (e.g., tree well or planter surface area) receives one square foot of credit. The City Administrator may grant additional landscape area credit by the same ratio where the developer widens the sidewalk, creates a plaza, adds street trees or lighting, or other civic space.

E. Parking Lot Landscaping. All of the following standards shall be met for parking lots in excess of 5000 square feet. If a development contains multiple parking lots, then the standards shall be evaluated separately for each parking lot.

1. A minimum of 10 percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. At a minimum, one tree per 15 parking spaces on average shall be planted over and around the parking area.
2. All parking areas with more than 30 spaces shall provide irrigated landscape islands of at least one 48 square foot island or larger for every 5000 square feet of total parking surface area.
3. Wheel stops, curbs, bollards, or other physical barriers are required along the edges of all vehicle-maneuvering areas to protect landscaping from being damaged by vehicles. Trees shall be planted at least two feet from any such barrier.
4. Trees planted in tree wells within sidewalks or other paved areas shall be installed with root barriers, consistent with applicable nursery standards.

F. Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots in the C-1 and PUZ zones, and may be required in other situations as determined by the City Administrator. Landscaping shall be provided pursuant to the standards of subsections 1-3, below:

1. **Outdoor Storage and Unenclosed Uses.** All areas of a site containing or proposed to contain outdoor storage of goods, materials, equipment, and vehicles (other than required parking lots and service and delivery areas, per Site Design Review), and areas containing junk, salvage materials, or similar contents, shall be screened from view from adjacent rights-of-way and residential uses by a sight-

obscuring fence, wall, landscape screen, or combination of screening methods. See also Section 3.4.040 for related fence and wall standards.

2. **Parking Lots.** The edges of parking lots shall be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting a sidewalk or walkway shall be screened using a low-growing hedge or low garden wall to a height of between three feet and four feet.
3. **Other Uses Requiring Screening.** The City Administrator may require screening in other situations as authorized by this Code, including, but not limited to, outdoor storage areas, blank walls, accessory dwelling units, Special Uses pursuant to Chapter 2.4, *[flag lots,]* and as mitigation where an applicant has requested an adjustment pursuant to Chapter 4.7.

G. Maintenance. All landscaping shall be maintained in good condition, or otherwise replaced by the property owner.

3.4 – Landscaping, Fences and Walls, [Outdoor Lighting] | Fences and Walls

3.4.040 Fences and Walls

A. Purpose. This section provides general development standards for fences, and walls that are not part of a building, such as screening walls and retaining walls.

B. Applicability. Section 3.4.040 applies to all fences, and walls that are not part of a building, including modifications to existing fences and walls. This section supplements the development standards of Table 2.2.040.

C. Height.

1. Residential Zones. Fences and freestanding walls (i.e., exclusive of building walls) for residential uses shall not exceed the following heights above grade, where grade is measured from the base of the subject fence or wall:

- a. Within Front or Street-Side Yard Setback: four feet; except the following additional height is allowed:
 - (1) A fence may be constructed to a maximum height of seven feet where it is located on a street- side yard and is setback not less than three feet from the street-side property line behind a landscaped area.
 - (2) A fence may be constructed to a maximum height of six feet where the fence is of open chain link or other “see-through” composition that allows 90 percent light transmission.
- b. Within an Interior Side or Rear Yard Setback: seven feet; except the fence or wall height, as applicable, shall not exceed the distance from the fence or wall line to the nearest primary structure on an adjacent property.
- c. A fence, landscaping, or both shall be required for all new, non-detached accessory dwelling unit. Required fencing and/or landscaping shall be sufficient to maintain prior existing privacy with adjacent and developed residential uses.

2. Non-Residential Zones. Fences and freestanding walls (i.e., exclusive of building walls) for non-residential uses shall not exceed the following height above grade, where grade is measured from the base of the subject fence or wall:

- a. Within Front or Street-Side Yard Setback: four feet, except the following additional height is allowed for properties located within an industrial, public, or institutional zone:
 - (1) A fence or wall may be constructed to a maximum height of seven feet where the fence is setback behind the front or street side property line behind a five-foot landscape buffer.
 - (2) A fence or wall may be constructed to a maximum height of eight feet where the fence or wall is setback behind the front or street side property line behind a eight-foot landscape buffer.
 - (3) Where approved by the City Administrator, a fence constructed of open chain link or other

“see-through” composition that allows 90 percent light transmission may reach a height of up to eight feet.

- b. Within an Interior Side or Rear Yard Setback: eight feet; except the fence or wall height, as applicable, shall not exceed the distance from the fence or wall line to the nearest primary structure on an adjacent property.

3. All Zones. Fences and walls shall comply with the vision clearance standards of Section 3.3.020. Other provisions of this Code, or the requirements of the roadway authority, may limit allowable height of a fence or wall below the height limits of this section.

D. Materials.

- 1. Permitted fence and wall materials include weather-treated wood; untreated cedar and redwood; metal (e.g., chain link, wrought iron, and similar fences); bricks, stone, masonry block, formed-in-place concrete, or similar masonry; vinyl and composite (e.g., recycled) materials designed for use as fencing; and similar materials as determined by the City Administrator. In addition, evergreen hedges are considered screening walls for the purpose of this chapter, subject to Site Design Review approval.
- 2. Prohibited fence and wall materials include straw bales, tarps, barbed or razor wire (except in an Industrial zone); scrap lumber, untreated wood (except cedar or redwood), corrugated metal, sheet metal, scrap materials; dead, diseased, or dying plants; and materials similar to those listed herein.

E. Permitting. A permit is required to install a fence of seven feet or more in height, or a wall that is four feet or more in height. All other walls and fences require review and approval by the City Administrator through a Type I procedure. The City Administrator may require installation of walls or fences as a condition of approval for development, as provided by other Code sections. A building permit may be required for some fences and walls, pursuant to applicable building codes.

F. Maintenance. Fences and walls shall be maintained in good condition, or otherwise replaced by the property owner.

3.4 – Landscaping, Fences and Walls, *[Outdoor Lighting]* | Fences and Walls

[3.4.050 Outdoor Lighting]

A. Purpose. This section contains regulations requiring adequate levels of outdoor lighting while minimizing negative impacts of light pollution.

B. Applicability. All outdoor lighting shall comply with the standards of this section.

C. Standards.

1. Light poles, except as required by a roadway authority or public safety agency, shall not exceed a height of 20 feet; except that pedestal- or bollard-style lighting is the preferred method illuminating walkways. This limitation does not apply to flag poles, utility poles, and streetlights.
2. Where a light standard is placed over a sidewalk or walkway, a minimum vertical clearance of eight feet shall be maintained.
3. Outdoor lighting levels shall be subject to review and approval as part of the Site Design Review, Subdivisions, or a Type II commercial or industrial application. As a guideline, lighting levels shall be no greater than necessary to provide for pedestrian safety, property or business identification, and crime prevention. [See also, the City of Harrisburg Sign Code.]
4. Except as provided for up-lighting of flags and permitted building-mounted signs, all outdoor light fixtures shall be directed downward, and have full cutoff and full shielding to preserve views of the night sky and to minimize excessive light spillover onto adjacent properties.
5. Lighting shall be installed where it will not obstruct public ways, driveways, or walkways.
6. Where a light standard is placed within a walkway, an unobstructed pedestrian through zone not less than 36 inches wide shall be maintained.
7. Lighting subject to this section shall consist of materials approved for outdoor use and shall be installed according to the manufacturer's specifications.

D. Permitting. A land use permit is not required to install or replace outdoor lighting. The City Administrator may require lighting as a condition of approval for some projects, pursuant to other Code requirements.

E. Maintenance. For public health and safety, outdoor lighting shall be maintained in good condition, or otherwise replaced by the property owner.

Chapter 3.5 - Parking and Loading

Sections:

- 3.5.010 Purpose
- 3.5.020 Applicability General Regulations
- 3.5.030 Automobile Parking
- 3.5.040 Bicycle Parking
- 3.5.050 Loading Areas

3.5.010 Purpose

Chapter 3.5 contains requirements for automobile and bicycle parking. The code is intended to be flexible in requiring adequate parking, rather than a minimum number of parking spaces, for each use. It provides standards for the location, size, and design of parking areas to ensure such areas can be accessed safely and efficiently. The code also encourages non-motorized transportation by requiring bicycle parking for some uses.

3.5.020 Applicability and General Regulations

- A. Where the Regulations Apply.** The regulations of this chapter apply to all parking areas in all zones, at all times, whether parking is required by this Code or put in for the convenience of property owners or users.
- B. Occupancy.** All required parking areas must be developed in accordance with the requirements of this code prior to occupancy of any structure on the subject site. Where landscaping, screening or other improvements are required pursuant to this Code, all such improvements must be installed and approved by the City Administrator prior to occupancy.
- C. Calculations of Amounts of Required and Allowed Parking.**
 - 1. When computing parking spaces based on floor area, parking structures and non-leasable floor spaces, such as storage closets, mechanical equipment rooms, and similar spaces, are not counted.
 - 2. The number of parking spaces is computed based on the primary uses on the site except as stated in subsection 3, below. When there are two or more separate primary uses on a site, the minimum and maximum parking for the site is the sum of the required or allowed parking for the individual primary uses. For shared parking, see Section 3.5.030.D below.
 - 3. When more than 20 percent of the floor area on a site is in an accessory use, the required or allowed parking is calculated separately for the accessory use. An example would be a 10,000 square foot building with a 7,000 square foot warehouse and a 3,000 square foot accessory retail area. The minimum and maximum parking would be computed separately for the retail and warehouse uses.
 - 4. Required parking spaces periodically used for the storage of equipment or goods may be counted toward meeting minimum parking standards, provided that such storage is an allowed use under Section 2.2.030, and is permitted as a Temporary Use under Section 2.3.150.]

- D. Use of Required Parking Spaces.** Except as otherwise provided by this section, required parking spaces must be available for residents, customers, or employees of the use. Fees may be charged for the use of required parking spaces. Required parking spaces may not be assigned in any way to a use on another site, except for shared parking pursuant to Section 3.5.030.D.
- E. Proximity of Parking to Use.** Required parking spaces for residential uses must be located on the site of the use or on a parcel or tract owned in common by all the owners of the properties that will use the parking area. Required parking spaces for nonresidential uses must be located on the site of the use or in a parking area that has its closest pedestrian access point within 400 feet of the site.
- F. Improvement of Parking Areas.** Motorized vehicle parking is allowed only on streets with an improved shoulder of sufficient width; within garages, carports, and other approved structures; and on driveways or parking lots that have been developed in conformance with this Code. For applicable design standards, see Chapter 3.2 Building Orientation and Design, Chapter 3.3 Access and Circulation, Chapter 3.4 Landscaping and Screening, and Chapter 3.6 Public Facilities.

3.5 – Parking and Loading | Automobile Parking

3.5.030 Automobile Parking

A. Minimum Number of Off-Street Automobile Parking Spaces. Except as provided by subsection 3.5.030.A, or as required for Americans with Disabilities Act compliance under subsection 3.5.030.G, off-street parking shall be provided pursuant to one of the following three standards:

1. The standards in Table 3.5.030.A;
2. A standard from Table 3.5.030.A for a use that the City Administrator determines is similar to the proposed use; or
3. Subsection 3.5.030.B Exceptions, which includes a Parking Demand Analysis option.

Table 3.5.030.A – Automobile Parking Spaces by Use

Use Categories (Chapter 5 contains examples of uses and definitions.)	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Residential Categories	
Household Living	
Single-Family Dwelling, including manufactured homes on lots	two spaces per dwelling
Duplex	two spaces per duplex
Multifamily	1.5 spaces per dwelling unit
Group Living, such as nursing or convalescent homes, rest homes, assisted living, congregate care, and similar special needs housing	0.5 space per four bedrooms

3.5 – Parking and Loading | Automobile Parking

Table 3.5.030.A – Automobile Parking Spaces by Use

Use Categories (Chapter 5 contains examples of uses and definitions)	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Commercial Categories	
Commercial Outdoor Recreation	per Conditional Use Permit review (Chapter 4.4)
Bed and Breakfast Inn	two spaces per use, plus one space for each bedroom offered as lodging
Educational Services, not a school (e.g., tutoring or similar services)	one space per 300 sq. ft. floor area
Entertainment, Major Event	per Conditional Use Permit review (Chapter 4.4)
Hotels, Motels, and similar uses	0.75 space per guest room. See also, parking requirements for associated uses, such as restaurants, entertainment uses, drinking establishments, assembly facilities. One space per 2 employees
Mortuary or Funeral Home	one space per 300 sq. ft. floor area
Offices	General Office: one space per 500 sq. ft. floor area Medical or Dental Office: one space per 500 sq. ft. floor area
Outdoor Recreation, Commercial	per Conditional Use Permit review (Chapter 4.4)
Surface Parking Lot, when not accessory to a permitted use	per Conditional Use Permit review (Chapter 4.4)
Quick Vehicle Servicing or Vehicle Repair	two spaces, excluding vehicle service or queuing area, or per Conditional Use Permit review (Chapter 4.4)
Retail Sales and Commercial Service	<u>Bank</u> : one space per 300 sq. ft. floor area <u>Retail</u> : one space per 300 sq. ft. 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) <u>Restaurants and Bars</u> : one space per 200 sq. ft. floor area <u>Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys)</u> : one space per 300 sq. ft. <u>Theaters and Cinemas</u> : one space per six seats
Self-Service Storage	two spaces, plus adequate space for loading and unloading
Industrial Categories	
Industrial Service	one space per 1,000 sq. ft. of floor area
Manufacturing and Production	one space per 1,000 sq. ft. of floor area; or as required by Conditional Use Permit review (Chapter 4.4)
Warehouse and Freight Movement	0.5 space per 1,000 sq. ft. of floor area; or as required by Conditional Use Permit review (Chapter 4.4)
Waste-Related	per Conditional Use Permit review (Chapter 4.4)
Wholesale Sales, e.g., Building Materials, Heavy Equipment, Agricultural Supplies, etc.	one space per 750 sq. ft.

3.5 – Parking and Loading | Automobile Parking

Table 3.5.030.A – Automobile Parking Spaces by Use

Use Categories (Chapter 5 contains examples of uses and definitions.)	Minimum Parking per Land Use (Fractions are rounded down to the closest whole number.)
Institutional Categories	
Basic Utilities	Parking based on applicant's projected parking demand, subject to City Approval
Community Service, including Government Offices and Services	Parking based on applicant's projected parking demand, subject to City approval, except as specifically required elsewhere in this table for individual uses (See public assembly, office, retail, housing, etc.)
Daycare	Family Daycare: 1 space, plus required parking for dwelling Daycare Center: 1 space per 400 sq. ft. of floor area
Medical Center or Hospital	one space per 300 sq. ft. floor area
Parks and Open Space	Parking based on projected parking demand for planned uses
Public Assembly	one space per 75 sq. ft. of public assembly area; or as required by Conditional Use Permit (Chapter 4.4)
Religious Institutions and Houses of Worship	one space per 75 sq. ft. of main assembly area; or as required by Conditional Use Permit (Chapter 4.4)
Schools	Pre-School through Middle-School: one space per classroom High Schools: seven spaces per classroom Colleges: one space per 400 sq. ft. of floor area exclusive of dormitories, plus one space per two dorm rooms
Other Categories	
Accessory Uses	Parking standards for accessory uses are the same as for primary uses, but are prorated based on the percentage of estimated overall parking demand, subject to City review and approval.
Agriculture	None, except as required for accessory uses
Radio Frequency Transmission Facilities	None, except as required by Conditional Use Permit (Chapter 4.4)
Temporary Uses	Parking standards for temporary uses are the same as for primary uses, except that the City Administrator may reduce or waive certain development and designs standards for temporary uses.
Transportation Facilities (operation, maintenance, preservation, and construction)	None, except for park-and-ride facilities; and where temporary parking is required for construction staging areas

3.5 – Parking and Loading | Applicability and General Regulations

B. Exceptions and Reductions to Off-Street Parking.

1. There is no minimum number of required automobile parking spaces for uses within the Downtown Historic District zone; except that where a change of use or new development occurs.
2. The applicant may propose a parking standard that is different than the standard under subsections 3.5.030.A(1) and (2), above, for review and action by the City Administrator through a Type II procedure. The applicant's proposal shall consist of a written request and a parking analysis, preferably prepared by a qualified professional. The parking analysis, at a minimum, shall assess the average current or anticipated parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors. The City Planning Commission through a Type III procedure may reduce the off-street parking standards of Table 3.5.030.A for sites with one or more of the following features:
 - a. Site has a bus stop with frequent transit service located adjacent to it, and the site's frontage is improved with a bus stop waiting shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;
 - b. Site has dedicated parking spaces for carpool or vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;
 - c. Site has dedicated parking spaces for bicycles, motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces;
 - d. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 5-10 percent reduction to the number of automobile parking spaces.
3. The number of required off-street parking spaces may be reduced through the provision of shared parking, pursuant to Section 3.5.030.D.
4. The City Administrator through a Type II procedure may reduce the off-street parking standards of Table 3.5.030.A by one parking space for every two on-street parking spaces located adjacent to the subject site, provided the parking spaces meet the dimensional standards of Section 3.5.030.E.
5. The City Administrator or Planning Commission may authorize the payment of a fee to the City for future development of public parking areas to offset up to 50% of the requirements of Table 3.5.030.A.

3.5 – Parking and Loading | Automobile Parking

C. 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 overlap. Shared parking requests shall be subject to review and approval through a Type II or III process.

D. Parking Stall Design and Minimum Dimensions. Where a new off-street parking area is proposed, or an existing off-street parking area is proposed for expansion, the entire parking area shall be improved in conformance with this Code. At a minimum the parking spaces and drive aisles shall be paved with asphalt, concrete, or other City-approved materials, provided the Americans with Disabilities Act requirements are met, and shall conform to the minimum dimensions in Table 3.5.030.E and the figures below. All off-street parking areas shall contain wheel stops, perimeter curbing, bollards, or other edging as required to prevent vehicles from damaging buildings or encroaching into walkways, landscapes, or the public right-of-way. Parking areas shall also provide for surface water management, pursuant to Section 3.6.050.

Table 3.5.030.E - Parking Area Minimum Dimensions*

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

*See also, Chapter 3.2 Building Orientation and Design for parking location requirements for some types of development; Chapter 3.3 Access and Circulation for driveway standards; and Chapter 3.4 for requirements related to Landscaping, Screening, Fences, Walls, and Outdoor Lighting.

3.5 – Parking and Loading | Applicability and General Regulations

E. Adjustments to Parking Area Dimensions. The dimensions in subsection 3.5.030.E are minimum standards. The City Administrator, through a Type II procedure, may adjust the dimensions based on evidence that a particular use will require more or less maneuvering area. For example, the City Administrator may approve an adjustment where an attendant will be present to move vehicles, as with valet parking. In such cases, a form of guarantee must be filed with the City ensuring that an attendant will always be present when the lot is in operation.

F. Americans with Disabilities Act (ADA). Parking shall be provided consistent with ADA requirements, including, but not limited to, the minimum number of spaces for automobiles, van-accessible spaces, location of spaces relative to building entrances, accessible routes between parking areas and building entrances, identification signs, lighting, and other design and construction requirements.

H. Electric Charging Stations. Charging stations for electric vehicles are allowed as an accessory use to parking areas developed in conformance with this Code, provided the charging station complies with applicable building codes and any applicable state or federal requirements. Charging stations are considered accessory to a permitted use and are not considered a quick vehicle service use where such parking comprises less than 10% of all on-site parking.

3.5 – Parking and Loading | Loading Areas

3.5.050 Loading Areas

- A. Purpose.** The purpose of Section 3.5.050 is to provide adequate loading areas for commercial and industrial uses that do not interfere with the operation of adjacent streets.
- B. Applicability.** Section 3.5.050 applies to uses that are expected to have service or delivery truck visits. It applies only to uses visited by trucks with a 40-foot or longer wheelbase, at a frequency of one or more vehicles per week. The City Planning Commission shall determine through Site Design Review the number, size, location, and design, access and circulation and other requirements of required loading areas, if any.

3.6 – Public Facilities | Purpose and Applicability

Chapter 3.6 - Public Facilities

Sections:

- 3.6.010 Purpose and Applicability
- 3.6.020 Transportation Standards
- 3.6.030 Public Use Areas
- 3.6.040 Sanitary Sewer and Water Service Improvements
- 3.6.050 *[Storm Drainage and Surface Water Management Facilities]*
- 3.6.060 Utilities
- 3.6.070 Easements
- 3.6.080 Construction Plan Approval
- 3.6.090 Facility Installation
- 3.6.100 Performance Guarantee and Warranty

3.6.010 Purpose and Applicability

- A. Purpose.** The standards of Chapter 3.6 implement the public facility policies of the City of Harrisburg Comprehensive Plan and adopted City master plans.
- B. Applicability.** Chapter 3.6 applies to all new development, including projects subject to Land Division (Subdivision or Partition) approval and developments subject to Site Design Review where public facility improvements are required. All public facility improvements within the city shall occur in accordance with the standards and procedures of this chapter. When a question arises as to the intent or application of any standard, the Planning Commission shall interpret the Code pursuant to Chapter 1.5.
- C. Public Works / Engineering Design Standards.** All public facility improvements, including, but not limited to, sanitary sewer, water, transportation, surface water and storm drainage, and parks projects, whether required as a condition of development or provided voluntarily, shall conform to the City of Harrisburg "Design Manual". Where a conflict occurs between this Code and the Manual, the provisions of the Design Manual shall govern.
- D. Public Improvement Requirement.** No building permit may be issued until all required public facility improvements are in place and approved by the Public Works Director, or otherwise bonded, or certification or non-remonstrance recorded in conformance with the provisions of this Code and the Design Manual. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

3.6 – Public Facilities | Transportation Standards

3.6.020 Transportation Standards

A. General Requirements.

1. Except as provided by subsection 5, below, existing substandard streets and planned streets within or abutting a proposed development shall be improved in accordance with the standards of Chapter 3.6 as a condition of development approval.
2. All street improvements, including the extension or widening of existing streets and public access ways, shall conform to Section 3.6.020, and shall be constructed consistent with the City of Harrisburg Engineering Design Standards Manual.
3. All new publicly-owned streets shall be contained within a public right-of-way. Public access ways (e.g., pedestrian ways) may be contained within a right-of-way or a public access easement, subject to review and approval of the Planning Commission.
4. The purpose of this subsection is coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the state Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.
 - a. **(When a Traffic Impact Analysis is Necessary).** The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA may be required by the City Administrator where a change of use or a development would involve one or more of the following:
 - (1) A change in zoning or a plan amendment designation;
 - (2) Operational or safety concerns documented in writing by a road authority;
 - (3) An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more;
 - (4) An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;

3.6 – Public Facilities | Transportation Standards

- (5) An increase in the use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;
 - (6) Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;
 - (7) A change in internal traffic patterns that may cause safety concerns; or
 - (8) A TIA required by ODOT pursuant to OAR 734-051.
- b. Traffic Impact Analysis Preparation. A professional engineer registered by the State of Oregon, in accordance with the requirements of the road authority, shall prepare the Traffic Impact Analysis.
5. The City Engineer or authorized representative may waive or allow deferral of standard street improvements, including sidewalk, roadway, bicycle lane, undergrounding of utilities, and landscaping, as applicable, where one or more of the following conditions in (a) through (d) is met. Where the City Engineer or authorized representative agrees to defer a street improvement, it shall do so only where the property owner agrees not to remonstrate against the formation of a local improvement district in the future.
- a. The standard improvement conflicts with an adopted capital improvement plan.
 - b. The standard improvement would create a safety hazard.
 - c. It is unlikely due to the developed condition of adjacent property that the subject improvement would be extended in the foreseeable future, and the improvement under consideration does not by itself significantly improve transportation operations or safety.
 - d. The improvement under consideration is part of an approved minor partition in the R-1 or R-2 zones and the proposed partition does not create any new street.
 - e. The City Administrator may waive standard street improvement requirements for privately-owned/developed streets.

B. Street Location, Alignment, Extension, and Grades.

- 1. All new streets, to the extent practicable, shall connect to the existing street network and allow for the continuation of an interconnected street network, consistent with adopted public facility plans and pursuant to subsection 3.6.020.D Transportation Connectivity and Future Street Plans.
- 2. Specific street locations and alignments shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets.
- 3. Grades of streets shall conform as closely as practicable to the original (pre-development) topography to minimize grading.
- 4. New streets and street extensions exceeding a grade of 15 percent over a distance more than 200 feet, to the extent practicable, shall be avoided. Where such grades are unavoidable, the Planning Commission may approve an exception to the 200-foot standard and require mitigation, such as a secondary access for the subdivision, installation of fire protection sprinkler systems in dwellings, or other mitigation to protect

public health and safety.

5. Where the locations of planned streets are shown on a local street network plan, the development shall implement the street(s) as shown on the plan.
6. Where required local street connections are not shown on an adopted City street plan, or the adopted street plan does not designate future streets with sufficient specificity, the development shall provide for the reasonable continuation and connection of existing streets to adjacent developable properties, conforming to the standards of this Code and approval of the Public Works Director.
7. Existing street-ends that abut a proposed development site shall be extended within the development, unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code. In such situations, the applicant must provide evidence that the environmental or topographic constraint precludes reasonable street connection.
8. Proposed streets and any street extensions required pursuant to this section shall be located, designed, and constructed to allow continuity in street alignments and to facilitate future development of vacant or redevelopable lands.

C. Rights-of-Way and Street Section Widths. The standards contained in Table 3.6.020.C are intended: to provide for streets of suitable location, width, and design to accommodate expected vehicle, pedestrian, and bicycle traffic; to afford satisfactory access to law enforcement, fire protection, sanitation, and road maintenance equipment; and to provide a convenient and accessible network of streets, avoiding undue hardships to adjoining properties. Where a range of street width or improvement options is indicated, the City Administrator or Planning Commission shall determine requirements based on the advice of a qualified professional and all of the following factors:

1. Street classification and requirements of the roadway authority, if different than the City's street classifications and requirements;
2. Existing and projected street operations relative to applicable standards;
3. Safety of motorists, pedestrians, bicyclists, and transit users, including consideration of accident history;
4. Convenience and comfort for pedestrians, bicyclists, and transit users;
5. Provision of on-street parking;
6. Placement of utilities;
7. Street lighting;
8. Slope stability, erosion control, and minimizing cuts and fills;
9. Surface water management and storm drainage requirements;
10. Emergency vehicles or apparatus and emergency access, including evacuation needs;
11. Transitions between varying street widths (i.e., existing streets and new streets); and
12. Other factors related to public health, safety, and welfare.

3.6 – Public Facilities | Transportation Standards

Table 3.6.020.C Street, Sidewalk, and Bikeway Standards*

Street Type	Ave. Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Paved Width	Within Curb-to-Curb Area				Curbs	Planting Strips or Tree Wells	Sidewalks
				Motor Vehicle Travel Lanes	Median or Center Turn Lane	Bike Lanes	On-Street Parking			
Arterials	8,000-30,000 ADT									
Boulevards:										
2-Lane Boulevard		61'-87'	34'	11'	None	2 at 6'	8' bays	6"	7'-12'	5'-12'
3-Lane Boulevard		73'-99'	46'	11'	12'	2 at 6'	8' bays	6"	7'-12'	5'-12'
5-Lane Boulevard		95'-121'	68'	11'	12'	2 at 6'	8' bays	6"	7'-12'	5'-12'
Avenues:										
2-Lane Avenue	3,000 to 10,000 ADT	59'-86'	32'-33'	10'-10.5'	none	2 at 6'	8' bays	6"	7'-12'	5'-12'
3-Lane Avenue		70.5'-97.5'	43.5'-44.5'	10'-10.5'	11.5'	2 at 6'	8' bays	6"	7'-12'	5'-12'
Collectors	1,500-5,000 ADT									
Residential:					As per traffic calming					
No Parking		49'-51'	22'	11'			None	6"	7'-8'	5'-12'
Parking One Side		50'-56'	25'-27'	9'-10'			7' lane	6"	7'-8'	5'-12'
Parking Both Sides		57'-63'	32'-34'	9'-10'			7' lanes	6"	7'-8'	5'-12'
Commercial Streets:					As per traffic calming					
Parallel One Side		55'-65'	28'	10'			8' lane	6"	7'-8'	6'-12'
Parallel Both		63'-73'	36'	10'			8' lanes	6"	7'-8'	6'-12'

3.6 – Public Facilities | Transportation Standards

Table 3.6.020.C Street, Sidewalk, and Bikeway Standards*

Street Type	Ave. Daily Trips (ADT)	Right-of-Way Width	Curb-to-Curb Paved Width	Within Curb-to-Curb Area				Curbs	Planting Strips or Tree Wells	Sidewalks
				Motor Vehicle Travel Lanes	Median or Center Turn Lane	Bike Lanes	On-Street Parking			
Sides										
Commercial Streets (continued)										
Diagonal Parking One Side		65'-74'	37'	10'			Varies	6"	7'-8'	6'-12'
Diagonal Parking Both Sides		81'-91'	54'	10'			Varies	6"	7'-8'	6'-12'
Local Streets	Less than 1,500 ADT									
Residential:										
Parking One Side*		46'-57'	23'-24'	16'-17' (queuing)			7' lane	6"	4'-12'	4'-6'
Parking Both Sides		44'-64'	28'	14' (queuing)		5' lanes	7' lanes	6"	4'-12'	4'-6'
No Parking		36'-56'	20'	20'		5' lanes	None	6"	4'-12'	4'-6'
Commercial:	See Collector standards for commercial streets.									

*All streets shall be improved in accordance with the construction standards and specifications of the applicable roadway authority, including requirements for pavement, curbs, drainage, striping, and traffic control devices. Where a park strip is provided it shall consist of a minimum [4-8]-foot-wide strip between the sidewalk and the curb or roadway. Where a swale is provided, it shall either be placed between the roadway and sidewalk or behind the sidewalk on private property, subject to City approval and recording of required public drainage way and drainage way maintenance easements. Streets with parking on one side only should be avoided. When used, they must be posted NO PARKING.

3.6 – Public Facilities | Transportation Standards

D. Transportation Connectivity and Future Street Plans. The following standards apply to the creation of new streets:

1. **Intersections.** Streets shall be located and designed to intersect as nearly as possible to a right angle. Street intersections shall have a minimum intersection angle of 75 degrees. All legs of an intersection shall meet the above standard for at least 100 feet back from the point of intersection. No more than two streets shall intersect, i.e., creating a four-legged intersection, at any one point. Street jogs and intersection offsets of less than 125 feet are not permitted. Intersections shall be designed to facilitate storm water runoff into City-approved storm water facilities.
2. **Access Ways.** The Planning Commission, in approving a land use application with conditions, may require a developer to provide an access way where the creation of a cul-de-sac or dead-end street is unavoidable and the access way connects the end of the street to another street, a park, or a public access way. Access ways shall be contained within a public right-of-way or public access easement, as required by the City.
3. **Connectivity to Abutting Lands.** The street system of a proposed subdivision shall be designed to connect to existing, proposed, and planned streets adjacent to the subdivision. Wherever a proposed development abuts unplatted land or a future development phase of an existing development, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. Street ends shall contain turnarounds constructed to Uniform Fire Code standards, as the City deems applicable, and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades.
4. **Street Connectivity and Formation of Blocks.** In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall be served by an interconnected street network, pursuant to the standards in subsections (a) through (d) below. Distances are measured from the edge of street rights-of-way. Where a street connection cannot be made due to physical site constraints, approach spacing requirements, access management requirements, or similar restrictions; where practicable, a pedestrian access way connection shall be provided pursuant to Chapter 3.3.

3.6 – Public Facilities | Transportation Standards

- a. Residential zones: Minimum of 200-foot block length and maximum of 750-foot length; maximum 2,000-foot block perimeter;
 - b. Downtown / Main Street zone: Minimum of 200-foot length and maximum of 400-foot length; maximum 1,200-foot perimeter;
 - c. General Commercial zone and Light Industrial zone: Minimum of 100-foot length and maximum of 1,000-foot length; maximum 2,600-foot perimeter; and
 - d. Not applicable to General Industrial zone.
5. A cul-de-sac street. Where the City determines that a cul-de-sac is allowed, all of the following standards shall be met:
- a. The cul-de-sac shall not exceed a length of 400 feet, except where the Planning Commission through a Type III procedure determines that topographic or other physical constraints of the site require a longer cul-de-sac. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.
 - b. The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the Uniform Fire Code and the standards of Table 3.6.020.C.
 - c. The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands. Such access ways shall conform to Section 3.3.020.D(3).
- E. Engineering Design Standards.** Street design shall conform to the standards of the applicable roadway authority; for City streets that is the Engineering/Public Works Design Standards Manual. Where a conflict occurs between this Code and the Manual, the provisions of the Engineering/Public Works Design Manual shall govern.
- F. Fire Code Standards.** Where Fire Code standards conflict with City standards, the City shall consult with the Fire Marshal in determining appropriate requirements. The City shall have the final determination regarding applicable standards.

3.6 – Public Facilities | Transportation Standards

- G. Substandard Existing Right-of-Way.** Where an existing right-of-way adjacent to a proposed development is less than the standard width, the Planning Commission may require the dedication of additional rights-of-way at the time of Subdivision, Partition, or Site Plan Review, pursuant to the standards in Table 3.6.020.C.
- H. Traffic Calming.** The City may require the installation of traffic calming features to slow traffic in neighborhoods or commercial areas with high pedestrian traffic.
- I. Sidewalks, Planter Strips, and Bicycle Lanes.** Except where the City Administrator grants a deferral of public improvements, pursuant to Chapter 4.2 or Chapter 4.3, sidewalks, planter strips, and bicycle lanes shall be installed concurrent with development or widening of new streets, pursuant to the requirements of this chapter. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.
- J. Streets Adjacent to Railroad Right-of-Way.** When a transportation improvement is proposed within 300 feet of a railroad crossing, or a modification is proposed to an existing railroad crossing, the Oregon Department of Transportation and the rail service provider shall be notified and city design standards required.
- K. Street Names.** No new street name shall be used which will duplicate or be confused with the names of existing streets in the City of Harrisburg or vicinity.
- L. Survey Monuments.** Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been reestablished and protected.
- M. Street Signs.** The city shall install all signs for traffic control and street names, which shall conform to existing city design standards and the MUTCD. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required. All required signs must be installed and paid for prior to the issuance of a CO.
- N. Streetlight Standards.** Streetlights shall be relocated or new lights installed, as applicable, with street improvement projects. Streetlights shall conform to City standards, or the requirements of the roadway authority, if different than the City.
- O. Mailboxes.** Mailboxes shall conform to the requirements of the United States Postal Service and the State of Oregon Structural Specialty Code.
- P. Street Cross-Sections.** The final lift of pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway unless otherwise approved by the Planning Commission.

3.6 – Public Facilities | Public Use Areas

3.6.030 Public Use Areas

A. Dedication of Public Use Areas.

1. Where a proposed park, playground, or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision or the PUZ zone, the City may require the dedication or reservation of this area on the final plat for the subdivision or major plat, provided that the impact of the development on the City park system is roughly proportionate to the dedication or reservation being made.
2. The City may purchase or accept voluntary dedication or reservation of areas, either within or near the proposed subdivision that are suitable for the development of parks and other public uses; however, the City is under no obligation to accept such areas offered for dedication or sale.

B. System Development Charge Credit. Dedication of land to the City for public use areas, voluntary or otherwise, shall be eligible as a credit toward any required system development charge for parks. Credit shall be based on the Parks SDC that would have been paid except for the credit. Donations of land, playground equipment, or similar shall receive credits at the current market value for the real or personal property donated.

3.6 – Public Facilities | Sanitary Sewer and Water Service Improvements

3.6.040 Sanitary Sewer and Water Service Improvements.

- A. Sewers and Water Mains Required.** All new development requiring land use approval is required to connect to City water and sanitary sewer systems. Sanitary sewer and water system improvements shall be installed to serve each new development and to connect developments to existing mains in accordance with the adopted facility master plans and applicable Engineering/Public Works Design Standards. Where streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements and other utilities shall also be stubbed with the streets, except as may be waived by the City Administrator where alternate alignment(s) are provided.
- B. Sewer and Water Plan Approval.** Development permits for sewer and water improvements shall not be issued until the Public Works Director has approved all sanitary sewer and water plans in conformance with City standards and State regulatory authority, if needed.
- C. Over-Sizing.** The City may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans, and the City may authorize other cost-recovery or cost-sharing methods as provided under state law.
- D. Inadequate Facilities.** Development permits may be restricted or rationed by the Planning Commission where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which, if not rectified, will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. The City Administrator may require water booster pumps, sanitary sewer lift stations, and other critical facilities be installed with backup power.

3.6 – Public Facilities | *[Storm Drainage and Surface Water Management]*

3.6.050 *[Storm Drainage and Surface Water Management Facilities]*

- A. General Provisions.** The City shall issue a development permit only where adequate provisions for storm water runoff have been made in conformance *[with the City's Storm Drainage / Surface Water Master Plan]*.
- B. Accommodation of Upstream Drainage.** Culverts and other drainage facilities shall be large enough to accommodate existing and potential future runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the City Engineer.
- C. Effect on Downstream Drainage.** Where it is anticipated by the City Engineer that the additional runoff resulting from the development will overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for retention of additional runoff caused by the development in accordance with City standards.
- D. Over-Sizing.** The City may require as a condition of development approval that sewer, water, or storm drainage systems serving new development be sized to accommodate future development within the area as projected by the applicable facility master plan, provided that the City may grant the developer credit toward any required system development charge for the same pursuant to the System Development Charge.
- E. Existing Watercourse.** Where a proposed development is traversed by a watercourse, drainage way, swale, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance to protect the public health and safety. All applications for site plan review, subdivision, and major partition must submit a specific storm water plan with their application unless waived by the City Administrator.

3.6 – Public Facilities | Utilities

3.6.060 Utilities

The following standards apply to new development where extension of electric power or communication lines is required:

- A. General Provision.** The developer of a property is responsible for coordinating the development plan with the applicable utility providers and paying for the extension and installation of utilities not otherwise available to the subject property.
- B. Underground Utilities.**
- 1. General Requirement.** The requirements of the utility service provider shall be met. All utility lines in new subdivisions, including, but not limited to, those required for electric, communication, and lighting, and related facilities, shall be placed underground, except where the City Administrator or Planning Commission determines that placing utilities underground would adversely impact adjacent land uses. The City Administrator or Planning Commission may require screening and buffering of above ground facilities to protect the public health, safety, or welfare.
 - 2. Subdivisions and Major Partitions.** In order to facilitate underground placement of utilities, the following additional standards apply to all new subdivisions:
 - a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that no above ground equipment obstructs vision clearance areas for vehicular traffic, per Chapter 3.3 Access and Circulation.
 - b. The City Engineer reserves the right to approve the location of all surface-mounted facilities.
 - c. All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets.
 - d. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.
- C. Exception to Undergrounding Requirement.** The City Administrator or Planning Commission may grant exceptions to the undergrounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical

3.6 – Public Facilities | Easements

3.6.070 Easements

- A. Provision.** The developer shall make arrangements with the City and applicable utility providers for each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.
- B. Standard.** Utility easements shall conform to the requirements of the utility service provider. All other easements shall conform to the City of Harrisburg Engineering Design Standards / Public Works Design Standards.
- C. Recordation.** All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other utilities shall be recorded and referenced on a survey or final plat, as applicable. See Chapter 4.2 Site Plan Review, and Chapter 4.3, Land Divisions.

3.6 – Public Facilities | Construction Plan Approval

3.6.080 Construction Plan Approval

No development, including sanitary sewers, water, streets, parking areas, buildings, or other development, shall be undertaken without plans having been approved by the City of Harrisburg, permit fees paid, and permits issued. Permit fees are required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. Permit fees are as set by City Council resolution.

3.6.090 Facility Installation

- A. Conformance Required.** Improvements installed by the developer, either as a requirement of these regulations or at the developer's option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the City.
- B. Adopted Installation Standards.** The City of Harrisburg has adopted various Engineering / Public Works Design Standards for public improvements and private utility installation within the public right-of-way.
- C. Commencement.** Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.
- D. Resumption.** If work is discontinued for more than six months, it shall not be resumed until the Public Works Director is notified in writing and grants approval of an extension.
- E. City Inspection.** Improvements shall be constructed under the inspection of the City Engineer or Public Works Director. The City Engineer or Public Works Director may approve minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest, except that substantive changes to the approved design shall be subject to review under Chapter 4.6, Modifications to Approved Plans and Conditions of Approval. (Any survey monuments that are disturbed before all improvements are completed by the developer or subdivider shall be replaced prior to final acceptance of the improvements.) Any new or disturbed monuments must be replaced by a certified land surveyor.
- F. Engineer's Certification and As-Built Plans.** A registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City's acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two sets of "as-built" plans for permanent filing with the City. If required by the City, the developer or subdivider shall provide a warranty bond pursuant to Section 3.6.100.

3.6 – Public Facilities | Performance Guarantee and Warranty

3.6.100 Performance Guarantee and Warranty

- A. Performance Guarantee Required.** The City at its discretion may approve a final plat or building permit when it determines that at least 50 percent of the public improvements required for the site development or land division, or phase thereof, are complete and the applicant has an acceptable assurance for the balance of said improvements.
- B. Determination of Sum.** The assurance of performance shall be for a sum determined by the City Engineer as required to cover the cost of the improvements and repairs, including related engineering and incidental expenses, plus reasonable inflationary costs. The assurance shall not be less than 110 percent of the estimated improvement costs.
- C. Itemized Improvement Estimate.** The applicant shall furnish to the City an itemized improvement estimate, certified by a registered civil engineer, to assist the City in calculating the amount of the performance assurance.
- D. Agreement.** A written agreement between the City and applicant shall be signed and recorded. The agreement may include a provision for the construction of the improvements in stages and for the extension of time under specific conditions. The agreement shall contain all of the following:
1. The period within which all required improvements and repairs shall be completed;
 2. A provision that if work is not completed within the period specified, the City may complete the work and recover the full cost and expenses from the applicant;
 3. The required improvement fees and deposits.
- E. When Applicant Fails to Perform.** In the event the applicant fails to carry out all provisions of the agreement and the City has un-reimbursed costs or expenses resulting from such failure, the City shall call on the bond, cash deposit, or letter of credit for reimbursement or take other appropriate action to recover un-reimbursed costs.
- F. Termination of Performance Guarantee.** The applicant shall not cause termination, nor allow expiration, of the guarantee without first securing written authorization from the City.
- G. Warranty Bond.** A warranty bond good for two years is required on all public improvements and landscaping when installed in the public right-of-way. The warranty bond shall equal 15 percent of the total cost of improvements and begin upon acceptance of said improvements by the City.

3.7 – Commercial, Industrial & Home Occupation Signs

A. General Requirements

1. Permit required, except as provided by Section B – Exempt Signs. All home businesses, commercial and industrial businesses shall obtain a City of Harrisburg sign permit prior to erecting, placing, replacing or changing a business sign, as defined herein.
2. Definition of Business Signs. Words, letters, pictorial device, logo or other graphic means intended to convey information regarding a business, occupation, or commercial/industrial activity of any kind.
3. Existing Signs. All signs, with correct information, in good repair and consistent with HMC 18.70 shall, upon adoption of this ordinance, and if in violation of this ordinance, be granted “Existing Non-Conforming Use” status consistent with Article 1.4.020.
4. Upon discontinuation or abandonment of non-conforming use status IAW Chapter 1.4.020, the sign shall be either removed or brought into conformance with this chapter within 60 days of written notice by the city.

B. Exempt Signs

The following signs are exempt from the requirements of this chapter:

1. Government and traffic control/safety signs
2. Temporary signs (not to exceed 60 days) being of a civic, charitable or public event or activity
3. US or state flags
4. Small (less than 2 square feet) directional or public notice signs that indicate the existence or a direction to facilities open to the public, including sport facilities, schools, civic/fraternal organizations, churches, etc.
5. Any temporary signs in commercial or industrial zoned areas that is in place for less than 60 days, is less than 12 square feet, and does not cover more than 15% of the wall and window space of the building side closest to the public right of way.

C. Allowed Signs by Zone

1. Residential Zones R-1, R-2, R-3
 - a. One non-illuminated sign per lot or parcel, not to exceed 12 square feet
 - b. Said sign to be constructed of durable materials (wood, plastic, metal), permanently mounted
 - c. All residential zone signs shall be mounted on a pedestal or base not more than 2 feet high. The total height of the sign shall not exceed 6 feet.
 - d. Signs shall be set back from public right of way by 6 feet, or an adjoining property not less than 4 feet
2. Commercial and industrial zones
 - a. One illuminated sign not to exceed 32 square feet and not more than 10 feet in height.
 - b. One non-illuminated sign not to exceed 64 square feet and not more than 15 feet in height.
 - c. All signs must be set back from public right of way at least 6 feet and neighboring property lines 4 feet.

D. Sign Requirements

1. All signs must be in good condition.
2. All commercial and industrial zone signs must be legible from the nearest public right-of-way and display the following:
 - a. The current and correct business name, if more than one business at the address then all must display their own sign or be part of a larger sign
 - b. Contain a legible street address for the business

E. Prohibited Signs

1. Signs that conflict with the city's vision clearance standards
2. Any sign attached to a tree, utility pole, or another sign
3. Any sign that no longer reflects current conditions or circumstances, is in disrepair or is no longer legible, or in any way hazardous
4. Roof signs
5. Any sign on public property or right of way
6. Any non-permitted sign.