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PLANNING COMMISSION MEETING
MONDAY, November 4th, 2024 at 7 p.m.
ZOOM WEBINAR
COMMUNITY AUDITORIUM, 1915 MAIN STREET

CLICKLink: [Zoom – PC Meeting 11/4/24](#)

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Virginia “Ginny” Sanderson
Nicole Ellis
Julie Stenberg
Brandon Culbertson

Seth Berdahl
Angel Falconer
Tim Farrell

All regular meetings may be televised live and open to the public and persons are permitted to attend any meeting except as otherwise provided by ORS 192. **Accommodations:** In accordance with the Americans with Disabilities Act, the City of Forest Grove will make reasonable accommodations for participation in the meeting. Request for assistance can be made by contacting City Recorder’s Office, mwoods@forestgrove-or.gov, 503-992-3235, at least 48-hours advance notice of the meeting.

AGENDA

1. Call to Order and Roll Call

2. Public Meeting

- A. Public Comment Period for Non-Agenda Items: Anyone wishing to speak on an item not on the agenda may be heard at this time. In the interest of time, please limit comments to three minutes or less.
- B. Public Hearing:
 - (1.) File Number 311-24-000034-PLNG
 - Article 8 General Development Standards- Revise off-street parking and loading standards to ultimately align the Development Code with state rule requirements
 - Article 12 Use Categories and Definitions- Provide definitions related to the proposed amendments
- C. Work Session
 - (1.) Forest Grove Severe Rent Burden Update
- D. Action Items: None scheduled

3. **Business Meeting**

- A. Approval of Minutes from Monday, 9/3/2024
- B. Directors Report: Bryan Pohl
- C. Announce next meeting: TBD

4. **Adjournment**



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**NOTICE OF PUBLIC HEARING
FOREST GROVE PLANNING COMMISSION
FOREST GROVE CITY COUNCIL
FOREST GROVE DEVELOPMENT CODE AMENDMENTS
FILE NUMBER 311-24-00034-PLNG**

NOTICE IS HEREBY GIVEN that the Forest Grove Planning Commission will hold a public hearing on **Monday, November 4, 2024**, and the Forest Grove City Council will hold a public hearing on **Tuesday, November 12, 2024** at 7:00 p.m. or thereafter, at the Forest Grove Community Auditorium, 1915 Main Street and via zoom video conferencing, to consider the following Development Code amendments:

- Article 8 *General Development Standards*- Revise off-street parking and loading standards to ultimately align the Development Code with state rule requirements
- Article 12 *Use Categories and Definitions*- Provide definitions related to the proposed amendments

The Planning Commission and City Council will consider these proposals and base their recommendations on the following review criteria. Comments in response to this proposal must address the criteria of Development Code §17.2.630 *Text Amendments*:

- A. The text amendment is consistent with the relevant goals and policies of the Forest Grove Comprehensive Plan.
- B. The text amendment is consistent with the relevant statewide and regional planning goals, program and rules.

All persons will be given reasonable opportunity to give testimony about this proposal responding to the review criteria. If an issue is not raised in the hearing (by person or by letter) or if the issue is not explained in sufficient detail to allow the Planning Commission to respond to the issue, then that issue cannot be used for an appeal to the City Council or the Land Use Board of Appeals. If additional documents or evidence are provided in support of the application, any party shall be entitled to a continuance of the hearing. Unless there is a continuance, if a participant so requests before the conclusion of the initial evidentiary hearing, the record shall remain open for at least seven days after the hearing.

The hearing will be held in a “hybrid” format allowing the public to attend the meeting virtually via Zoom and in-person. A copy of the meeting agenda with Zoom instructions and staff report are available seven days prior to the hearing and are published on the City's website at <https://www.forestgrove-or.gov/meetings>. To provide testimony via Zoom, please email Senior Planner Matt Johnson, mjohnson@forestgrove-or.gov, at least 24 hours prior to the hearing. Written comments or testimony may be sent prior to the hearing to the City of Forest Grove, P.O. Box 326, 1924 Council Street, Forest Grove, OR 97116-0326. For assistance, please contact the Community Development Department, 1924 Council Street, (503) 992-3233, between 9 a.m. and 5 p.m.

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Mariah Woods, City Recorder
City of Forest Grove
FG News-Times
10/24/24



Forest Grove Code Text Amendments Staff Report and Recommendation

Community Development Department, Planning Division

REPORT DATE: October 25, 2024

HEARING DATE: November 4, 2024

REQUEST: Legislative amendments to the Forest Grove Development Code pertaining to new Climate-Friendly and Equitable Communities (CFEC) rules as mandated by the State. Proposed amendments include modifications to off-street parking and loading, new climate mitigation actions for parking areas, unbundling of parking, along with other miscellaneous provisions and definitions.

FILE NUMBER: 311-24-000034-PLNG

PROPERTY LOCATION: Not applicable

LEGAL DESCRIPTION: Not applicable

APPLICANT: City of Forest Grove

APPLICABLE STANDARDS AND CRITERIA: City of Forest Grove Development Code:
§17.1.700 et. seq. *Legislative Land Use Decision*
§17.2.600 et. seq. *Development Code Text Amendment*

REVIEWING STAFF: Matt Johnson, AICP, Senior Planner
Bryan Pohl, Community Development Director

RECOMMENDATION: Staff recommends approval of the proposed amendments listed in attached Exhibits A-G, as well as any revisions found appropriate by the Planning Commission.

I. BACKGROUND

The City of Forest Grove Development Code was adopted in 2009. Occasionally, it is necessary to update the code to reflect changes in state rules, policies, and definitions.

On March 10, 2020, the Governor issued Executive Order 20-04, directing the State to reduce greenhouse gases (GHG's). In July 2022, the Oregon Land Conservation and Development Commission (LCDC) adopted the CFEC rules to help meet the State's long-term goals to reduce GHG's, which primarily affects transportation related development standards. These rules apply to all metropolitan areas throughout Oregon.

The City of Forest Grove is proposing to adopt new CFEC regulations as mandated by the state. The proposed amendments were developed from the following rules: (OAR 660-012-0430), parking reform near transportation corridors (OAR-660-012-0440), electric vehicle

charging (OAR 660-012-0440), parking regulation improvements (OAR 660-012-0405), reducing the burden of parking mandates (OAR 660-012-0425), and fair parking policies (OAR 660-012-0445).

During the Joint Work Session held on July 8th, 2024, members of the City Council and Planning Commission directed City Staff to pursue "option 2" under State Rule OAR660-012-0445

Post Acknowledgement Plan Amendment (PAPA) notice of this proposal was provided to the Department of Land Conservation and Development (DLCD) on September 18, 2024, and published in the *News Times* on October 25, 2024. As of the date of this report, no comments have been received in response to these notices.

II. PROPOSED AMENDMENTS

Each exhibit listed below refers to a specific section of the Development Code. Proposed new text located within each exhibit attached are **bolded**, while text proposed to be deleted in the exhibits are ~~struck through~~. Below are summaries of the proposed amendments.

Exhibit A: Off Street Parking and Loading- Applicability (FGDC §17.8.505)

- Eliminates the requirement to provide conforming parking whenever there is a change of use on the property.

Exhibit B: Off Street Parking and Loading- Off Street Parking Requirements (FGDC §17.8.515)

- Increases the distances for off-site parking (2000 ft of pedestrian travel from the site).
- Prioritizes the location of car/van pool parking on sites that provide more than 50 parking spaces.
- Increases the distance for the classification of parking requirements near a transit corridor (Parking Zone A).
- Provides a revision to multifamily parking requirements in parking table 8-4.

Exhibit C: Reduction or Modification of Off- Street Parking Requirement (FGDC §17.8.520)

- Provides opportunity to allow existing spaces to be converted into alternative transit-oriented facilities.
- Provides additional opportunities for reductions in parking requirements.

Exhibit D: Climate Mitigation Actions for Parking Areas (FGDC §17.8.525)

- Creates additional standards for larger parking areas (parking lot trees, pedestrian connections, etc.).

Exhibit E: Unbundling of Parking (FGDC §17.8.530)

- Creates fair policy for parking in multi-unit residential and commercial tenant parking.

Exhibit F: Design and Maintenance Standards for Off- Street Parking and Loading (FGDC §17.8.535)

- Requires certain types of development to provide the basic infrastructure to allow retroactive installation of electric vehicle charging stations.

Exhibit G: Definitions – Meaning of Specific Words and Terms (FGDC §17.12.210)

- Section numbers following CFEC amendments are revised to maintain order.
- The proposed amendment includes two new definitions to support CFEC amendments.

III. APPROVAL CRITERIA AND FINDINGS

Development Code §17.2.630, *Review Criteria*, lists two standards to be satisfied to adopt a text amendment:

A. The text amendment is consistent with relevant goals and policies of the Forest Grove Comprehensive Plan:

Finding: The proposed amendments would update development standards and definitions related to parking to comply with State administrative rule. These include amendments, primarily related to parking requirements, which are ultimately focused on reducing GHG's (§ 17.8.505 Off Street Parking and Loading- Applicability; § 17.8.515 Off Street Parking and Loading- Off Street Parking Requirements; §17.8.520 Reduction or Modification of Off-Street Parking Requirements; §17.8.525 Climate Mitigation Actions for Parking Areas; §17.8.530 Unbundling of Parking; §17.8.535 Design and Maintenance Standards for Off-Street Parking and Loading; and ;§17.12.210 Definitions – Meaning of Specific Words and Terms.

Since the Development Code serves as a primary tool for implementing the City's Comprehensive Plan, actions initiated under the Development Code are deemed consistent with the adopted Comprehensive Plan and applicable federal, state and regional laws.

B. The text amendment is consistent with relevant statewide planning goals and plans:

Statewide Planning Goal 1: Citizen Involvement

It is the purpose of this Goal to develop a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

Finding: Planning Commission and City Council's work sessions on the proposed amendments and the City's development code legislative process ensure the opportunity for public engagement.

Statewide Planning Goal 2: Land Use Planning

It is the purpose of this Goal to establish a land use planning process and policy framework as a basis for all decisions and actions related to the use of land and to assure an adequate factual base for such decisions and actions.

Finding: The development of the proposed amendments has followed the City's established land use planning process and included meetings and work sessions, public outreach through information on the city's website, and opportunities for public comment. The proposed CFEC amendments help meet state goals to reduce climate pollution, especially from transportation by reducing or eliminating parking standards. Additionally, the state requires the local jurisdiction to implement CFEC regulations.

Statewide Planning Goal 5: Natural Resources, Scenic & Historic Areas, & Open Spaces

It is the purpose of this Goal to protect natural resources and conserve scenic and historic areas and open spaces.

Finding: The proposed text amendments are not applicable to goals and policies in the City's Comprehensive Plan pertaining to the protection of natural resources and conservation of scenic and historic areas and open spaces.

Statewide Planning Goal 6: Air, Water and Land Resources Quality

This Goal instructs local governments to consider the protection of air, water, and land resources from pollution and pollutants when developing comprehensive plans.

Finding: The proposed text amendments are not applicable to goals and policies in the City's Comprehensive Plan pertaining to the protection of air, water, and land resources from pollution and pollutants.

Statewide Planning Goal 7: Natural Hazards

This Goal requires local comprehensive plans to address Oregon's natural hazards.

Finding: The proposed text amendments are not applicable to identified natural hazards within the Forest Grove community.

Statewide Planning Goal 8: Recreational Needs

It is the purpose of this Goal to satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities.

Finding: The proposed text amendments are not applicable to recreational needs within the Forest Grove community. The City has an adopted Parks and Recreation Master Plan.

Statewide Planning Goal 9: Economic Development

The purpose of Goal 9 planning is to make sure cities and counties have enough land available to realize economic growth and development opportunities.

Finding: The proposed text amendments would allow redevelopment of underutilized parking lots and creating the opportunity for additional development that support a better balance of jobs to housing within the City. Therefore, the proposed amendments meet the intent of Goal 9, Economic Development.

Statewide Planning Goal 10: Housing

The purpose of this Goal is to make sure that a community has adequate housing supply for the twenty-year planning period through a range of densities to choose from and serves people at a variety of income levels.

Finding: The proposed text amendments will reduce and/or remove minimum off-street vehicle parking requirements throughout the city, which will make more housing developments physically and financially feasible. The amendments will also allow the development community to choose to provide less or no off-street parking along the transit corridor, ultimately allowing for more flexibility of housing location, type, and density. The proposed amendments will not reduce the city's housing capacity of the Building Lands Inventory. Therefore, the proposed amendments meet the intent of Goal 10, Housing.

Statewide Planning Goal 11: Public Facilities and Services

It is the purpose of this Goal to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: The proposed amendments are consistent with the City's Comprehensive Plan and, therefore, this goal.

Statewide Planning Goal 12: Transportation

This Goal requires cities, counties, and the state to create a transportation system plan that considers all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian.

Finding: The City has an adopted Transportation System Plan (TSP), and the proposed amendments are applicable relative to parking regulations which are addressed later in this report under the Transportation Planning Rule (TPR). Based on the findings under the TPR, the proposed amendments are consistent with the TSP and therefore, this goal.

Statewide Planning Goal 13: Energy

This Goal requires local governments to consider the effects of its comprehensive planning decision on energy consumption.

Finding: The proposed amendments are consistent with the City's Comprehensive Plan and, therefore, this goal.

Statewide Planning Goal 14: Urbanization

The purpose of this goal is to ensure land inside a UGB, is considered urbanizable. A city must plan to include a twenty-year supply of land for housing, employment, industry, open space and recreational needs. A UGB should also provide plans for transition from urban to rural land uses to avoid conflicts and encourage efficient use of the land to provide more livable, walkable, and densely built communities.

Finding: The proposed amendments are consistent with the City's Comprehensive Plan and, therefore, this goal.

The following State Land Use Goals are not applicable to this proposal:

- Goal 3: Agricultural,**
- Goal 4: Forest Lands,**
- Goal 15: Willamette River Greenway,**
- Goal 16: Estuarine Resources,**

**Goal 17: Coastal Shorelands,
Goal 18: Beaches and Dunes; and
Goal 19: Ocean Resources**

Metro Regional Framework Plan

The Functional Framework Plan Six Outcomes are statements adopted by the Metro Council that synthesize the 2040 Growth Concept and regional policies.

1. People live, work, and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water, and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

Finding: The proposed amendments are consistent with the City's Comprehensive Plan; therefore, the amendment is consistent with the 2040 Growth Concept and regional policies.

IV. ALTERNATIVES

The Planning Commission may recommend that the City Council approve the proposals as submitted, approve them with modifications, or the Commission may continue deliberations to a date certain. However, it should be noted that, if CFEC regulations are not in place by January 1, 2025, then the City must directly apply OAR 660-012-0420, repealing parking mandates City-wide.

V. RECOMMENDATION

Based on the findings above, staff recommends approval of the proposed amendments listed in attached Exhibits A-G, as well as any revisions found appropriate by the Planning Commission.

VI. LIST OF EXHIBITS

The following exhibits were received, marked, and entered into the record as evidence for this application at the time this staff report was written. Exhibits received after the date of this report will be marked beginning with the next consecutive letter and will be entered into the record at the time the public hearing is opened, prior to oral testimony.

Exhibit A	<u>Off Street Parking and Loading- Applicability (FGDC §17.8.505)</u>
Exhibit B	<u>Off Street Parking and Loading- Off Street Parking Requirements (FGDC §17.8.515)</u>
Exhibit C	<u>Reduction or Modification of Off- Street Parking Requirement (FGDC §17.8.520)</u>
Exhibit D	<u>Climate Mitigation Actions for Parking Areas (FGDC §17.8.525)</u>
Exhibit E	<u>Unbundling of Parking (FGDC §17.8.530)</u>
Exhibit F	<u>Design and Maintenance Standards for Off- Street Parking and Loading (FGDC §17.8.535)</u>
Exhibit G	<u>Modified Section Numbers Following CFEC Amendments & Definitions – Meaning of Specific Words and Terms (FGDC §17.12.210)</u>

Exhibit A

OFF-STREET PARKING AND LOADING

§ 17.8.500 PURPOSE.

A. *Ensure adequate vehicle parking.* These parking requirements are intended to provide sufficient vehicle parking in close proximity to the various uses for residents, customers and employees , and to establish standards that will maintain the traffic carrying capacity of nearby streets .

B. *Adequate capacity.* These regulations are also intended to establish vehicle parking areas which have adequate capacity and which are appropriately located and designed to minimize any hazardous conditions on the site and at access points.

(Ord. 2009-01, passed 3-9-2009; Ord. 2013-3, passed 5-22-2013)

§ 17.8.505 APPLICABILITY.

A. *New construction .* At the time of the erection of a new structure within any residential, commercial, institutional and industrial zoning district , off-street vehicle parking shall be provided in accordance with this section. Except as specified in subsection D. below, uses in the Town Center zones are exempt from the requirement to provide off-street parking.

B. *Expansion of existing use .* At the time of an enlargement of a structure , which increases the on-site vehicle parking requirement, off-street vehicle parking shall be provided in accordance with this section, subject to the following:

1. On the date of adoption of this Code, the number of vehicle parking and loading spaces required shall be based only on floor area or capacity of such enlargement .
2. Except in multi-tenant buildings or complexes with shared parking facilities, where a change results in an intensification of use in terms of the number of vehicle parking spaces required, additional vehicle parking spaces shall be provided in an amount equal to the difference between the number of spaces required for the existing use and the number of spaces required for the more intensive use.

~~C. *Change of use .* When an existing structure is changed from one use to another as listed in this section, the following provisions shall apply.~~

~~—1. If the parking requirements for each use are the same, no additional vehicle parking shall be required.~~

~~—2. Except in multi-tenant buildings or complexes with shared parking facilities, where a change results in an intensification of use in terms of the number of vehicle parking spaces required, additional vehicle parking spaces shall be provided in an amount equal to the difference between the number of spaces required for the existing use and the number of spaces required for the more intensive use.~~

~~—3. Where the change results in a decrease in intensity of use , the applicant may eliminate excess vehicle parking spaces in an amount equal to the difference between the number of spaces required for the existing use and the number of spaces required for the less intensive use.~~

~~D. *Parking exemption for the town center zones.* Except for new multi-family dwelling units, all development in the Town Center zones shall be exempt from off-street parking requirements for new construction , expansion of existing use and change of use . New multi-family or mixed-use developments (residential portion only) shall provide the minimum required spaces in accordance with Table 8-4 except that:~~

~~—1. In order to encourage the preservation and reuse of historic buildings , no parking shall be required for new or existing multi-family units above the ground floor in buildings built before 1950;~~

Exhibit A

~~— 2. A 25% reduction in the minimum number of parking spaces required is allowed for age-restricted senior housing; and~~

~~— 3. A reduction of three parking spaces is allowed for every one dedicated carshare space provided.~~

(Ord. 2009-01, passed 3-9-2009; Ord. 2013-3, passed 5-22-2013; Ord. 2020-05, passed 11-9-2020)

Exhibit B

§ 17.8.515 OFF-STREET PARKING REQUIREMENTS.

A. *Multiple uses.* In the event several uses occupy a single building or parcel of land, a reduction of 25% of the total required parking is allowed for projects that utilize shared parking on a blended ratio for complementary uses.

B. *Location of off-street parking.* ~~Off-street parking spaces for dwellings shall be located on the same lot with the dwelling . For all other uses, required off-street parking spaces shall be located not farther than 500 feet from the building or use they are required to serve, except as exempted in the Town Center zones.~~ **Required parking spaces may be provided off-site, within 2,000 feet pedestrian travel of a site. If any non-loading parking is provided on site, all required parking for people with disabilities shall be on site. If all parking is off-site, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from that entrance.**

C. *Improvements.* Required parking spaces shall be improved to the standards as contained in this article and available for use at the time of the final building inspection.

D. *Carpool and vanpool parking.* Commercial, industrial and institutional developments (including but not limited to hospitals, nursing and retirement homes, schools , churches, auditoriums and transit park-and-ride facilities) with 20 or more long-term parking spaces shall designate at least 10% of those spaces for carpool and vanpool parking. These spaces shall be located closer to the primary public or employee entrance than all other parking spaces with the exception of handicapped parking spaces . Carpool and vanpool parking spaces shall be full-sized and clearly designated for use by carpools or vanpools. **Designated employee parking areas in new developments with more than 50 parking spaces shall provide preferential parking for carpools and vanpools.**

E. *Minimum/maximum parking.* Unless specified below or otherwise exempted by this Code, the minimum and maximum number of required parking spaces shall be provided for all uses in accordance with the specifications of Table 8-4.

F. *Exemptions from maximum parking standards.* The following uses shall be exempt from the maximum allowable parking standards of Table 8-4. This exemption does not limit any provision or authority to restrict the size, location or design of such uses. On sites where the following parking is provided, it shall not be included in the parking count used for determining the maximum allowable number of parking spaces :

1. Structured parking;
2. Valet lots;
3. Pay lots;
4. Employee carpool parking, when such areas are dedicated by way of on-site reservation;
5. Fleet parking;
6. Automobile sales lots; and
7. Park-and-ride lots and area-wide public parking facilities.

G. *Unlisted use .* Where a use is not specifically listed in Table 8-4, determination of the applicable parking standards shall be made in accordance with the following procedure:

1. The Director shall determine the minimum and maximum parking spaces for all uses not listed in Table 8-4, unless an application is under review by the Planning Commission or Design Review Commission, in which case the Commission shall make the determination.

2. In all determinations for unlisted uses, the applicant shall be required to submit studies or technical information about the use , parking demand, vehicle trip generation and/or other

Exhibit B

information as deemed necessary to make a determination. The city may consider testimony and publications of individuals, agencies or institutions experienced in parking and traffic engineering in its determination of parking standards.

H. *Determination of parking zone classification.* Except as provided for in this article or as modified under the variance process outlined in § 17.2.700, parking provided shall not be less than the amount specified in the “Minimum Parking Required” column nor greater than the amount specified in the “Maximum Parking Allowed” column of Table 8-4 based on the appropriate Parking Zone Classification.

1. *Parking Zone A.* **All properties located within the town center core (TC Core) zone, town center transition (TC transition) zone, and properties** ~~one-quarter-~~ **half** mile walking distance of a transit ~~bus stop~~ **corridor** that provides **at least 20-15**-minute peak hour service shall be classified as Parking Zone A. **This measurement shall be measured from the nearest right-of-way line of the subject corridor to the subject site. If a portion of a property is within the one-half mile walking distance, the entire property shall be deemed to fall within Parking Zone A**

~~—In determining walking distance, the shortest distance measured along sidewalks, improved pedestrian ways or streets, where sidewalks or improved pedestrian ways are not present, shall be used. Walking distance shall be measured from the nearest point of the subject lot located along the nearest street frontage that allows for the shortest walking distance.~~

~~—The transit provider shall be the official source for transit stop location and peak service availability.~~

2. *Parking Zone B.* All properties not located within Parking Zone A shall be classified as Parking Zone B.

Exhibit B

Table 8-4: Parking Requirements			
Land Use	Minimum Parking Required	Maximum Parking Allowed	
		Parking Zone A	Parking Zone B
RESIDENTIAL	-	-	-
Household Living	-	-	-
–Single Units, Attached/Townhomes	1.0/DU	None	None
–Single Units, Detached	1.0/DU	None	None
–Accessory Dwelling Units	None	None	None
–Duplexes	1.0/DU	None	None
–Triplexes	3.0/Development	None	None
–Quadplexes	4.0/Development	None	None
–Cottage Clusters	1.0/DU provided for individual units or in shared parking areas	None	None
–Courtyard Housing	1.0/DU provided for individual units or in shared parking areas	None	None
–Multi Family Units (outside the Town Center)	DU<500 sq. ft: 1.0/DU 1 bedroom: 1.25/DU 2 bedroom: 1.50/DU 3 bedroom: 1.75/DU	None	None
–Multi Family Units (within the Town Center)	DU<500 sq. ft: 0.5/DU 1 bedroom: 0.75/DU 2 bedroom: 1.25/DU 3 bedroom: 1.75/DU	None	None
–Manufactured Units	1.0/DU	None	None
–Mobile Home Parks	1.0/DU	None	None
Group Living	1.0/room 1.0/2.5 beds	None 2.7/1000[2]	None
Transitional Housing	1.0/2.5 beds	None	None
Home Occupation	None	None	None
CIVIC	-	-	-
Basic Utilities	None	None	None
Colleges	1.0/5 students/staff	1.0/3.3 students/staff	1.0/3.3 students/staff
Community Recreation	2.0/1,000[2]	2.5/1,000[2]	4.0/1,000[2]
Cultural Institutions	2.5/1,000[2]	3.5/1,000[2]	4.5/1000[2]
Day Care – Home	None	None	None
–Commercial	2.0/classroom	2.7 / 1,000[2]	3.2/1,000[2]

Exhibit B

Emergency Services	3.0/1,000[2]	3.5/1,000[2]	4.5/1,000[2]
Postal Services	2.5/1,000[2]	3.0/1,000[2]	4.5/1,000[2]
Religious Institutions	1.0/4 seats in main assembly area	1.0/1.7 seats in main assembly area	1.0/1.3 seats in main assembly area
Schools	-	-	-
–Preschool	5.0 + 1/classroom	7.0 + 1/classroom	10.0 + 1/classroom
–K-8	2.0/classroom	2.5/classroom	3.5/classroom
–9-12	1.0/5 students/staff	1.0/3.3 students/staff	1.0/3.3 students/staff
Social/Fraternal Clubs/Lodges	10.0/1,000[2] in main assembly area	12.0/1,000 in main assembly area	14.0/1,000[2] in main assembly area
COMMERCIAL	-	-	-
Commercial Lodging	1.0/room	1.2/room	1.4/room
Eating and Drinking Establishments	Fast food: 9.9/1,000[2] Other: 15.3/1,000[2]	12.4 / 1,000[2] 19.1/1,000[2]	14.9/1,000[2] 23.0/1,000[2]
Entertainment Oriented:	-	-	-
–Major Event	1.0/3 seats or 1.0/6' bench	1.0/ 2.5 seats or 1.0/5' bench	1.0/2 seats or 1.0/4' bench
Entertainment	-	-	-
–Outdoor Entertainment	4.0/1,000[2]	4.5/1,000[2]	5.0/1,000[2]
–Indoor Entertainment	4.3/1,000[2]	5.4/1,000[2]	6.5/1,000[2]
–Theater	1.0/3 seats	1.0/2.5 seats	1.0/2.0 seats
General Retail	-	-	-
–Sales Oriented	3.7/1,000[2]	5.1/1,000[2]	6.2 / 1,000[2]
–Personal Services	2.5/1,000[2]	3.0/1,000[2]	4.5/1,000[2]
–Bank with drive-in	4.3/1,000[2]	5.4/1,000[2]	6.5/1,000[2]
–Repair Oriented	3.3/1,000[2]	4.0/1,000[2]	4.5/1,000[2]
–Bulk Sales	1.0/1,000[2] but not less than 10.0	1.3/1,000[2]	2.0 / 1,000[2]
–Outdoor Sales	1.0/1,000[2] sales area	1.3/1,000[2] sales area	2.0/1,000[2] sales area
–Animal Related	3.3/1,000[2]	4.0/1,000[2]	4.5/1,000[2]
Medical Centers	2.0/1,000[2][3]	2.7/1,000[2][3]	3.2/1,000[2][3]
Motor Vehicle Related	-	-	-
–Motor Vehicle Sales/Rental	2.0/1,000[2] but no less than 4.0	2.3/1,000[2] but no less than 4.0	2.0/1,000[2] but no less than 4.0
–Motor Vehicle Servicing/Repair	2.0/1,000[2] but no less than 4.0	2.3/1,000[2] but no less than 4.0	2.6/1,000[2] but no less than 4.0
–Vehicle Fuel Sales	3.0 + 2.0/service bay	4.0 + 2.0/service bay	4.0 + 2.5/service bay

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Office	2.7/1,000[2]	3.4/1,000[2]	4.1/1,000[2]
–Medical/Dental Office	3.9/1,000[2]	4.9/1,000[2]	5.9/1,000[2]
Self-Service Storage	4.0 at office	None	None
Non-Accessory Parking	None	None	None
INDUSTRIAL	-	-	-
Industrial Services	0.8/1,000[2]	1.2/1,000[2]	1.8/1,000[2]
Manufacturing and Production:	-	-	-
–Light Industrial	1.6/1,000[2]	None	None
–General Industrial	1.6/1,000[2]	None	None
Railroad Yards	None	None	None
Research and Development	2.0/1,000[2]	3.0/1,000[2]	3.8/1,000[2]
Warehouse/Freight Movement	<150,000 square feet: 0.5/1,000[2] >150,000 square feet 0.3/1,000[2]	0.8 / 1,000[2] - 0.4/1,000[2]	1.2/1,000[2] - 0.5/1,000[2]
Waste Related	5.0	7.0	10.0
Wholesale Sales	0.8/1,000[2]	1.2/1,000[2]	1.8/1,000[2]
Agriculture/Horticulture	2.5/1,000[2] sales area but no less than 4.0	None	None
Cemeteries	Exempt	Exempt	Exempt
Detention Facilities	1.0/2.5 beds	None	None
Heliports	None	None	None
Mining	<5.0	None	None
Wireless Communication Facilities	None	None	None
Rail Lines Utility Corridors	None	None	None
NA: Not Addressed — DU: Dwelling Unit			
[1] To be determined by the City of Forest Grove based on Metro criteria.			
[2] Refers to 1,000-square feet of floor area, unless otherwise stated.			
[3] Does not include outpatient clinics or medical offices; see Medical/Dental Office.			

Exhibit B

Table 8-4: Parking Requirements				
<u>Land Use</u>	<u>Minimum Parking Required</u>		<u>Maximum Parking Allowed</u>	
	<u>Parking Zone A</u>	<u>Parking Zone B</u>	<u>Parking Zone A</u>	<u>Parking Zone B</u>
<u>Affordable Housing</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Single Units, Attached/Townhomes</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Single Units, Detached</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Accessory Dwelling Units</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Duplexes</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Triplexes</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Quadplexes</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Cottage Clusters</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Courtyard Housing</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Units smaller than 750 square feet</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Multi-Family Units</u>	<u>None</u>	<u>1.0/DU</u>	<u>1.2 per studio / 2.0 per non-studio</u>	<u>None</u>
<u>Manufactured Units</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Mobile Home Parks</u>	<u>None</u>	<u>1.0/DU</u>	<u>None</u>	<u>None</u>
<u>Group Living</u>	<u>None</u>	<u>None</u>	<u>2.7/1000[2]</u>	<u>None</u>
<u>Transitional Housing</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Home Occupation</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>CIVIC</u>				
<u>Basic Utilities</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Colleges</u>	<u>None</u>	<u>1.0/5 students/staff</u>	<u>1.0/3.3 students/staff</u>	<u>1.0/3.3 students/staff</u>
<u>Community Recreation</u>	<u>None</u>	<u>2.0/1,000[2]</u>	<u>2.5/1,000[2]</u>	<u>4.0/1,000[2]</u>
<u>Cultural Institutions</u>	<u>None</u>	<u>2.5/1,000[2]</u>	<u>3.5/1,000[2]</u>	<u>4.5/1000[2]</u>
<u>Day Care - Home</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Day Care - Commercial</u>	<u>None</u>	<u>None</u>	<u>2.7 / 1,000[2]</u>	<u>3.2/1,000[2]</u>
<u>Emergency Services</u>	<u>None</u>	<u>3.0/1,000[2]</u>	<u>3.5/1,000[2]</u>	<u>4.5/1,000[2]</u>
<u>Postal Services</u>	<u>None</u>	<u>2.5/1,000[2]</u>	<u>3.0/1,000[2]</u>	<u>4.5/1,000[2]</u>
<u>Religious Institutions</u>	<u>None</u>	<u>1.0/4 seats in main assembly area</u>	<u>1.0/1.7 seats in main</u>	<u>1.0/1.3 seats in main</u>

Exhibit B

			<u>assembly area</u>	<u>assembly area</u>
<u>Schools</u>				
<u>Preschool</u>	<u>None</u>	<u>5.0 + 1/classroom</u>	<u>7.0 + 1/classroom</u>	<u>10.0 + 1/classroom</u>
<u>Grades K through 8</u>	<u>None</u>	<u>2.0/classroom</u>	<u>2.5/classroom</u>	<u>3.5/classroom</u>
<u>Grades 9 through 12</u>	<u>None</u>	<u>1.0/5 students/staff</u>	<u>1.0/3.3 students/staff</u>	<u>1.0/3.3 students/staff</u>
<u>Social/Fraternal Clubs/Lodges</u>	<u>None</u>	<u>10.0/1,000[2] in main assembly area</u>	<u>12.0/1,000 in main assembly area</u>	<u>14.0/1,000[2] in main assembly area</u>
<u>COMMERCIAL</u>				
<u>Commercial Lodging</u>	<u>None</u>	<u>1.0/room</u>	<u>1.2/room</u>	<u>1.4/room</u>
<u>Eating and Drinking Establishments</u>	<u>None</u>	<u>Fast food: 9.9/1,000[2]</u> <u>Other: 15.3/1,000[2]</u>	<u>12.4 / 1,000[2]</u> <u>19.1/1,000[2]</u>	<u>14.9/1,000[2]</u> <u>23.0/1,000[2]</u>
<u>Multi-tenant Commercial Buildings or Commercial facilities with Shared Parking – NC and NMU Zones</u>	<u>None</u>	<u>2.5/1,000[2]</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Multi-tenant Commercial Buildings or Commercial Facilities with Shared Parking – CC Zone</u>	<u>None</u>	<u>3.5/1,000[2]</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Entertainment</u>				
<u>Major Event Entertainment</u>	<u>None</u>	<u>1.0/3 seats or 1.0/6' bench</u>	<u>1.0/ 2.5 seats or 1.0/5' bench</u>	<u>1.0/2 seats or 1.0/4' bench</u>
<u>Outdoor Entertainment</u>	<u>None</u>	<u>4.0/1,000[2]</u>	<u>4.5/1,000[2]</u>	<u>5.0/1,000[2]</u>
<u>Indoor Entertainment</u>	<u>None</u>	<u>4.3/1,000[2]</u>	<u>5.4/1,000[2]</u>	<u>6.5/1,000[2]</u>
<u>Theater</u>	<u>None</u>	<u>1.0/3 seats</u>	<u>1.0/2.5 seats</u>	<u>1.0/2.0 seats</u>
<u>General Retail</u>				
<u>Sales Oriented</u>	<u>None</u>	<u>3.7/1,000[2]</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Personal Services</u>	<u>None</u>	<u>2.5/1,000[2]</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Bank with drive-in</u>	<u>None</u>	<u>4.3/1,000[2]</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Repair Oriented</u>	<u>None</u>	<u>3.3/1,000[2]</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Bulk Sales</u>	<u>None</u>	<u>1.0/1,000[2] but not less than 10.0</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Outdoor Sales</u>	<u>None</u>	<u>1.0/1,000[2] sales area</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Animal Related</u>	<u>None</u>	<u>3.3/1,000[2]</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>
<u>Medical Centers</u>	<u>None</u>	<u>2.0/1,000[2][3]</u>	<u>5/1,000 [2]</u>	<u>5/1,000 [2]</u>

Exhibit B

<u>Motor Vehicle Related</u>				
<u>Motor Vehicle Sales/Rental</u>	<u>None</u>	<u>2.0/1,000[2] but no less than 4.0</u>	<u>2.3 / 1,000 [2] but no less than 4.0</u>	<u>2.0 / 1,000 [2] but no less than 4.0</u>
<u>Motor Vehicle Servicing/Repair</u>	<u>None</u>	<u>2.0/1,000[2] but no less than 4.0</u>	<u>2.3/1,000[2] but no less than 4.0</u>	<u>2.6/1,000[2] but no less than 4.0</u>
<u>Vehicle Fuel Sales</u>	<u>None</u>	<u>3.0 + 2.0/service bay</u>	<u>4.0 + 2.0/service bay</u>	<u>4.0 + 2.5/service bay</u>
<u>General Office</u>	<u>None</u>	<u>2.7/1,000[2]</u>	<u>3.4/1,000[2]</u>	<u>4.1/1,000[2]</u>
<u>Medical/Dental Office</u>	<u>None</u>	<u>3.9/1,000[2]</u>	<u>4.9/1,000[2]</u>	<u>5.9/1,000[2]</u>
<u>Self-Service Storage</u>	<u>None</u>	<u>4.0 at office</u>	<u>None</u>	<u>None</u>
<u>Non-Accessory Parking</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>INDUSTRIAL</u>				
<u>Industrial Services</u>	<u>None</u>	<u>0.8/1,000[2]</u>	<u>1.2/1,000[2]</u>	<u>1.8/1,000[2]</u>
<u>Manufacturing and Production:</u>				
<u>Light Industrial</u>	<u>None</u>	<u>1.6/1,000[2]</u>	<u>None</u>	<u>None</u>
<u>General Industrial</u>	<u>None</u>	<u>1.6/1,000[2]</u>	<u>None</u>	<u>None</u>
<u>Railroad Yards</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Research and Development</u>	<u>None</u>	<u>2.0/1,000[2]</u>	<u>3.0/1,000[2]</u>	<u>3.8/1,000[2]</u>
<u>Warehouse/Freight Movement</u>	<u>None</u>	<u><150,000 square feet: 0.5/1,000[2]</u> <u>>150,000 square feet 0.3/1,000[2]</u>	<u>0.8 / 1,000[2]</u> <u>0.4/1,000[2]</u>	<u>1.2/1,000[2]</u> <u>0.5/1,000[2]</u>
<u>Waste-Related</u>	<u>None</u>	<u>5</u>	<u>7</u>	<u>10</u>
<u>Wholesale Sales</u>	<u>None</u>	<u>0.8/1,000[2]</u>	<u>1.2/1,000[2]</u>	<u>1.8/1,000[2]</u>
<u>Agriculture/Horticulture</u>	<u>None</u>	<u>2.5/1,000[2] sales area but no less than 4.0</u>	<u>None</u>	<u>None</u>
<u>Cemeteries</u>	<u>None</u>	<u>Exempt</u>	<u>Exempt</u>	<u>Exempt</u>
<u>Detention Facilities</u>	<u>None</u>	<u>1.0/2.5 beds</u>	<u>None</u>	<u>None</u>
<u>Heliports</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Mining</u>	<u>None</u>	<u>< 5.0</u>	<u>None</u>	<u>None</u>
<u>Wireless Communication Facilities</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
<u>Rail Lines Utility Corridors</u>	<u>None</u>	<u>None</u>	<u>None</u>	<u>None</u>
NA: Not Addressed DU: Dwelling Unit				
[1] To be determined by the City of Forest Grove based on Metro criteria.				
[2] Refers to 1,000 square feet of floor area , unless otherwise stated.				
[3] Does not include outpatient clinics or medical offices; see Medical/Dental Office.				

Exhibit C

§ 17.8.520 REDUCTION OR MODIFICATION OF OFF-STREET PARKING REQUIREMENT.

A. *Parking reductions allowed by right.* The following reductions of minimum required parking may be taken by right. Reductions provided below may not be taken jointly. The reductions allowed by this section may not be used in conjunction with the reductions allowed by subsection B. below. In determining walking distance, the shortest distance measured along sidewalks, improved pedestrian ways or streets, where sidewalks or improved pedestrian ways are not present, shall be used. Walking distance shall be measured from the point on the subject lot located nearest to the transit stop along the shortest course.

~~1. Parking for multi-family, commercial and industrial uses may be reduced by 10% providing the development is within one-fourth mile distance of frequent transit service with at least 20-minute headways.~~

~~2. Parking facilities may be reduced to the extent necessary to accommodate transit stop and shelters.~~

1. Property owners shall be allowed to redevelop any portion of existing off-street parking areas for bicycle-oriented and transit-oriented facilities, including bicycle parking, bus stops and pullouts, bus shelters, park and ride stations, and similar facilities. This provision applies even if the reduction in parking spaces results in fewer parking spaces than this code requires.

2. Parking requirements shall be reduced by one off-street parking space for each three kilowatts of capacity in solar panels or wind power that will be provided in a development

3. Parking requirements shall be reduced by one off-street parking space for each dedicated car-sharing parking space in a development. Dedicated car-sharing parking spaces shall count as spaces for parking requirements.

4. Parking requirements shall be reduced by two off-street parking spaces for every electric vehicle charging station provided in a development. Parking spaces that include electric vehicle charging while an automobile is parked shall count towards parking requirements.

5. Parking requirements shall be reduced by one off-street parking space for every two units in a development above minimum requirements that are fully accessible to people with mobility disabilities

6. Any reductions under options (2) through (5) of this section shall be cumulative and not capped

B. *Modification of minimum off-street parking requirements.* Minimum parking required may be decreased as follows: **Subject to § 17.2.200, Conditional Uses:**

~~1. For uses requiring a minimum of ten or more parking spaces, inclusive of all uses in the case of mixed-use development, required parking may be reduced by up to 15% of the minimum required for sites located in Parking Zone A, upon demonstration that the modification is warranted and meets the following criteria:~~

~~a. Will not result in undue site congestion;~~

~~b. Will not result in traffic hazards on the site or adjoining streets; and~~

Exhibit C

~~—c. Will not result in an undue reduction in the availability of on-street parking or parking located in facilities owned and/or operated by the city.~~

~~2.1. Subject to § 17.2.200, Conditional Uses,~~ A reduction of up to 25% of the total required parking may be granted for new development, redevelopment and substantial improvements , subject to the other requirements of this section, in such cases where:

a. The project is utilizing shared parking where the amount of shared parking is based on a blended ratio and the land uses are shown to be complimentary and will, by virtue of their proximity, reduce the number of vehicle trips generated and the amount of parking needed.

b. For mixed use projects, the site is located within Parking Zone A and no less than one-half of the total gross floor area is dedicated to residential uses.

c. For the purposes of this section, “substantial improvement ” shall mean any construction, renovation, or modification where the value of the proposed site and building improvements exceeds 30% of the value of the land and buildings thereon.

C. *Modification of maximum off-street parking requirements.* Maximum parking allowed may be ~~increased~~ **modified** as follows.

1. Maximum parking allowed may be increased up to 15% of the applicable standard, subject to the requirements of this section and further subject to compliance with all zoning standards and management of related stormwater runoff.

2. Overflow parking areas using “grass-crete” or similar reinforced, drained and seeded hard surface alternatives may be approved for up to an additional 25% of parking spaces allowed in Table 8-4.

3. Mitigation of adverse impacts may be required as a condition to make an increase of required parking acceptable.

4. Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures may be exempted from the calculations in this section

D. *Procedure for review.* The Director may authorize modifications pursuant to this section; unless the application is under review by the Planning Commission or the Design Commission, in which case the Planning Commission or the Design Commission shall consider the request for modification.

1. Parking and traffic analyses needed to demonstrate the feasibility of modifications requested pursuant to this section shall be prepared by a qualified professional, using methods generally accepted in the field.

2. The applicant shall follow procedures and criteria for Adjustments or Variances as described in Article 2.

(Ord. 2009-01, passed 3-9-2009; Ord. 2013-3, passed 5-22-2013; Ord. 2022-01, passed 5-9-2022)

Exhibit D

§ 17.8.525 CLIMATE MITIGATION ACTIONS FOR PARKING AREAS.

A. Uses containing more than 65,000 square feet of floor area. For land uses with more than 65,000 square feet of floor area, surface parking may not consist of more area than the floor area of the building.

B. New development that includes more than one-half acre of new off-street surface parking.

1. Developments not required to comply with OAR 330-135-0010 (1.5% for Green Public Buildings) that provide more than one-half acre of new off-street parking must provide a climate mitigation action. Climate mitigation actions shall include at least one of the following:

a. Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property.

b. Payment of at least \$1,500 per new off-street parking space into a city or county fund dedicated to equitable solar or wind energy development or a fund at the Oregon Department of Energy designated for such purpose;

c. Tree canopy covering at least 40 percent of the new parking lot area at maturity but no more than 15 years after planting; or

d. A mixture of actions under paragraphs (a) through (c) the city or county deems to meet the purpose of this section.

2. Developments must provide tree canopy. Developments shall provide either trees along driveways or a minimum of 30 percent tree canopy coverage over new parking areas. Developments are not required to provide trees along drive aisles. The tree spacing and species planted must be designed to maintain a continuous canopy except when interrupted by driveways, drive aisles, and other site design considerations. Developments providing 40 percent tree canopy to comply with paragraph (1)(c) comply with this subsection.

3. Developments must provide pedestrian connections throughout the parking lot, connecting at minimum the following, except where not practical due to site-specific conditions:

a. building entrances;

b. existing or planned pedestrian facilities in the adjacent public rights-of-way;

c. transit stops; and

d. accessible parking spaces.

4. Development of a tree canopy plan under this section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases.

5. In providing trees under subsections (1) and (2), the following standards shall be met.

a. Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species.

b. Trees should be planted in continuous trenches where possible.

c. The minimum standards for tree planting are no lower than the 2021 American National Standards Institute (ANSI A300 standards).

Exhibit E

§ 17.8.530 UNBUNDLING OF PARKING

A. In new developments, parking spaces for each residential unit in multi-unit housing developments must be unbundled parking upon lease creation, lease renewal, or sale.

B. In new developments, parking spaces serving leased commercial developments must be unbundled parking upon lease creation or renewal.

Exhibit F

§ 17.8.525~~35~~ DESIGN AND MAINTENANCE STANDARDS FOR OFF-STREET PARKING AND LOADING.

A. *No backing movement.* Excluding single-family and duplex residences, groups of more than two parking spaces shall be served by a service drive so that no backing movements or other maneuvering within a street or other public right-of-way would be required.

B. *Free flow of traffic.* Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site.

C. *Parking accessible from street.* Each parking and/or loading space shall be accessible from a street and the access shall be of a width and location as described in §§ 17.8.100 et seq. for Access and Circulation.

D. *Parking space, stall and access aisle dimensions.* Parking space configuration, stall and access aisle size shall be of sufficient width for all vehicles turning and maneuvering, based on the standards shown in Figures 8-11 and 8-12.

E. *Permanent marking.* Except for single-family and duplex residences, any area intended to be used to meet the off-street parking requirements shall have all parking spaces clearly marked using permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of traffic flow and maintain vehicular and pedestrian safety.

F. *Surfacing.*

1. Except for single-family and duplex residences, all areas used for the parking and/or storage and/or maneuvering of any vehicle, boat and/or trailer shall be improved with asphalt or concrete surfaces according to the same standards required for the construction and acceptance of city streets.

2. Off-street parking spaces for single-family and duplex residences shall be improved with an asphalt or concrete surface to specifications as approved by the Building Official.

3. Where possible, pervious surfacing should be used for off-street parking areas.

4. The uses and operations listed below may provide alternative surfacing, such as gravel or other similar semi-pervious surfaces, from the above requirements for vehicular parking or storage areas. Driveways and access aprons which connect to any paved access road and/or public street shall meet the surfacing requirements listed above.

a. Community recreation;

b. Agriculture/horticulture;

c. Outdoor storage.

i. Allowed as an accessory use to a primary use and limited to uses located in the Light Industrial (LI) and General Industrial (GI) zones;

ii. Any outdoor storage that would otherwise be visible at the property line shall be screened from view at the abutting property line by a sight obscuring fence or planting not less than six feet in height;

iii. The property owner shall maintain a gravel storage area to ensure continued drainage and dust control; and

iv. Does not include self-service storage provided for rental of storage space to the public for personal vehicles, recreational vehicles, boats or other personal property. Self-service storage shall be subject to the surfacing requirements of § 17.8.525.F.1 above.

G. *Wheel stops.* Parking spaces along the boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four inches high located one and one-half feet back from the front of the parking stall as defined in Figure 8-7.

Exhibit F

H. *Drainage.* Off-street parking and loading areas shall provide stormwater drainage in accordance with specifications approved by the City Engineer . Off-street parking and loading facilities shall be drained to avoid flow of water across public sidewalks.

I. *Lighting.* Artificial lighting on all off-street parking facilities shall be designed to deflect all light away from surrounding residences and so as not to create a glare hazard to the public use of any road or street .

J. *Maintenance.* All parking lots shall be kept clean and in good repair at all times. Breaks in paved surfaces shall be repaired promptly and broken or splintered wheel stops shall be replaced so that their function will not be impaired.

K. *Parking lots over three acres in size.* Parking lots over three acres in size shall be designed to incorporate curbs and sidewalks along major drive aisles .

L. *Electric Vehicle Charging.* For new multifamily residential buildings with five or more residential dwelling units, and new mixed-use buildings consisting of privately owned commercial space and five or more residential dwelling units, cities shall require the provision of electrical service capacity, as defined in ORS 455.417, to serve 40 percent of all vehicle parking spaces.

(Ord. 2009-01, passed 3-9-2009; Ord. 2013-3, passed 5-22-2013; Ord. 2022-01, passed 5-9-2022; Ord. 2022-03, passed 8-8-2022)

Exhibit G

§ 17.8.53040 RESERVOIR REQUIREMENTS.

A. All uses providing drive-in service as defined by this Code shall provide on the same site a reservoir for inbound vehicles as shown in Table 8-5.

B. Minimum required reservoir space may be decreased based on the following criteria:

1. Will not result in undue site congestion;
2. Will not result in traffic hazards on the site or adjoining streets ; and
3. Will not result in an undue reduction in the availability of on-site or on-street parking.

C. Modifications to this section may be authorized by the Planning Director; unless the application is under review by the Planning Commission or the Design Review Commission, in which case the Planning Commission or the Design Review Commission shall consider the request for modification.

D. Article 2 procedures and criteria for Adjustments and Variances shall be applicable to a request for modification of the reservoir requirements.

Table 8-5: Minimum Reservoir Requirements	
<i>Use</i>	Reservoir Requirement
Table 8-5: Minimum Reservoir Requirements	
<i>Use</i>	Reservoir Requirement
Drive-in banks	4 spaces/service terminal
Drive-in restaurants	10 spaces/service window
Drive-in theaters	10% of theater capacity
Gasoline service stations	3 spaces/fueling position
Mechanical car washes	3 spaces/washing unit
Parking facilities – free flow entry	1 space/entry driveway
Parking facilities – ticket dispense entry	2 spaces/entry driveway
Parking facilities – manual ticket dispensing	8 spaces/entry driveway
Attendant parking	10% of portion of parking capacity served by the driveway
All other drive-in facilities	Determined by the Director

(Ord. 2009-01, passed 3-9-2009; Ord. 2013-3, passed 5-22-2013)

Exhibit G

§ 17.8.53545 OFF-STREET LOADING SPACE.

A. *Required.* Buildings or structures to be built or substantially altered which receive and distribute material or merchandise by truck shall provide and maintain off-street loading and maneuvering space in accordance with the requirements of Table 8-6.

B. *Separation from off-street parking area.* Any area to be used for the maneuvering of delivery vehicles and the unloading or loading of materials shall be separated from designated off-street parking areas and appropriately designed to prevent the encroachment of delivery vehicles into off-street parking areas or into public streets .

C. *Loading area for schools .* A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading children shall be located on the site of any school having a capacity greater than 25 students.

D. *Reduction of loading space .* Minimum loading berths may be decreased based on the following criteria:

1. Will not result in undue site congestion;
2. Will not result in traffic hazards on the site or adjoining streets ; and
3. Will not result in undue reduction in the availability of on-site or on-street parking.

E. *Modifications.* The Director may grant modifications to this section; unless the application is under review by the Planning Commission or the Design Review Commission, in which case the Planning Commission or the Design Review Commission shall consider the request for modification.

Article 2 procedures and criteria for Adjustments and Variances shall apply, depending on the magnitude of the adjustment requested.

Table 8-6: Minimum On-Site Loading Requirement		
Land Use	Gross Floor Area at Which 1st Berth is Required	Gross Floor Area at Which 2nd Berth is Required
Table 8-6: Minimum On-Site Loading Requirement		
Land Use	Gross Floor Area at Which 1st Berth is Required	Gross Floor Area at Which 2nd Berth is Required
Industrial		
- Manufacturing	5,000 square feet	40,000 square feet
- Warehouse	5,000 square feet	40,000 square feet
- Storage	10,000 square feet	100,000 square feet
Commercial		
- Wholesale	10,000 square feet	40,000 square feet
- Retail	10,000 square feet	20,000 square feet
- Service Establishments	10,000 square feet	40,000 square feet
- Commercial Recreational (including bowling alleys)	10,000 square feet	100,000 square feet
- Restaurants	5,000 square feet	25,000 square feet
- Laundry	10,000 square feet	25,000 square feet

Exhibit G

- Office Building	10,000 square feet	100,000 square feet
- Hotel	10,000 square feet	100,000 square feet
Institutional		
- Schools	10,000 square feet	100,000 square feet
- Hospitals	10,000 square feet	100,000 square feet
- Sanitariums (homes)	10,000 square feet	100,000 square feet
Public Buildings		
- Terminals	5,000 square feet	40,000 square feet
- Auditoriums	10,000 square feet	100,000 square feet
- Arenas	10,000 square feet	100,000 square feet
- Funeral Homes	10,000 square feet	100,000 square feet

(Ord. 2009-01, passed 3-9-2009; Ord. 2013-3, passed 5-22-2013)

Exhibit G

§ 17.8.54050 BICYCLE PARKING.

A. *When required.* Bicycle parking shall be provided on-site in conjunction with the following uses:

1. Multi-family housing;
2. Retail and office development ;
3. Industrial development ;
4. Institutional development ; and
5. Transit stations, park-and-ride lot and automobile parking structures .

B. *Required number of spaces.* The number of bicycle parking spaces required shall be at least 20% of the required automobile parking for the use , but not less than two spaces.

C. *Location and design standards.* Bicycle parking facilities shall be:

1. Located within 75 feet of a primary building entrance and dispersed for multiple entrances;
2. Designed to provide direct access to a public right-of-way, but not to obstruct sidewalks or walkways. Public sidewalks may be utilized for bicycle parking when parking can't be reasonably accommodated on-site and the location is convenient to the building 's primary entrance . If a public sidewalk is used for bicycle parking, a minimum of six feet of clear and unobstructed sidewalk must be maintained;
3. In a location visible to building occupants or from the main parking lot;
4. Thoroughly illuminated during working hours. Bicycle parking areas shall be at least as well lit as automobile parking areas;
5. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary rack to which the bicycle can be locked. All bicycle racks, lockers or other facilities shall be securely anchored to the ground or to a structure . Bicycle racks shall be designed so that bicycles may be securely locked to them without undue inconvenience. Such racks shall be designed to hold bicycles securely by means of the frame, with the frame supported so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels; and
6. Bicycle parking spaces shall be at least six feet long and two feet wide with an overhead clearance of at least seven feet. An access aisle of at least five feet shall be provided and maintained beside or between each row of bicycle parking. Each required bicycle parking space shall be accessible without moving another bicycle.

(Ord. 2009-01, passed 3-9-2009; Ord. 2013-3, passed 5-22-2013)

Exhibit G

§ 17.8.54~~55~~ LANDSCAPING AND SCREENING OF PARKING AND LOADING AREAS.

A. *Purpose.* The purpose of this section is to improve the appearance of off-street parking and open lot sales and service areas in Forest Grove and to protect and preserve the appearance, character and value of the surrounding neighborhoods. It is also the purpose of this section to allow for increased seepage by providing openings in impervious surface ; increased safety by breaking up large expanses of pavement; and increased shading to reduce overheating of car interiors, and reduce glare and radiation from large number of vehicles.

B. *Applicability.* This section is applicable to all areas used for the display or parking of any and all types of vehicles, boats or heavy construction equipment, whether such vehicles, boats or equipment are self-propelled or not, and all land upon which vehicles traverse the property as a function of the primary use , hereinafter referred to as “other vehicular uses,” including but not limited to activities of a drive-in nature such as, but not limited to, filling stations, grocery and dairy stores, banks, restaurants and the like. Screening and landscaping of parking and loading areas is required, with the exception of parking areas serving single-family dwellings and duplexes , and parking areas that are under or within buildings . The interior landscaping requirements do not apply to parking areas for industrial uses in the industrial zones.

C. *Required landscaping for parking lots adjacent to public rights-of-way.* A minimum five-foot landscaped strip is required between the abutting right-of-way and the off-street parking area or vehicle use area.

D. *Perimeter parking lot landscaping.* When the off-street parking area or other vehicular use area is not visually screened from an abutting property by an intervening building or structure , a minimum five-foot landscaped strip shall be installed between the common property line and the off-street parking area or other vehicular use area that is visually exposed.

E. *Interior parking lot landscaping.* Landscaped areas shall be appropriately distributed to break up large expanses of pavement, improve the appearance and climate of the site , improve safety and delineate pedestrian walkways and traffic lanes. For the purpose of this section, interior parking lot area is defined as the hard surface parking area (parking stalls and aisles). Such area does not include loading and unloading zones or perimeter landscaping around the lot .

1. At least 8% of the interior parking lot area shall be landscaped. Landscaped areas should include water quality features such as bio-swales or wetlands , trees , grass, shrubs and other material when possible so as to cover the landscape area.

2. A required landscaped area shall have a minimum interior dimension of six feet and be no less than 48 square feet in area. Landscaping shall be protected from vehicular damage by some form of wheel guard or curb.

3. One tree shall be required for every 1,600 square feet of interior parking lot area. Trees shall have a minimum two-inch caliper and six-foot branch height at the time of planting.

4. Interior parking area landscaping and trees must be dispersed throughout the parking area. Some trees may be grouped, but the groups must be dispersed.

5. Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends four feet or more into the parking area from the perimeter landscape line.

F. *Landscaping within clear vision areas .* All landscaping of parking lots within clear vision areas shall provide unobstructed cross-visibility at a level between three to ten feet above the curb line. With the exception of grass or groundcover, no landscaping shall be located closer than three feet from the edge of any accessway pavement.

(Ord. 2009-01, passed 3-9-2009; Ord. 2013-3, passed 5-22-2013)

Exhibit G

DEFINITIONS

§ 17.12.210 MEANING OF SPECIFIC WORDS AND TERMS.

Pedestrian Travel- The measurement of pedestrian travel as it relates to off-street parking shall be as follows: Measured in a direct line from the property line of the site and in a direct line across street intersections. If all parking is located off-site, parking for people with disabilities must be located within the shortest possible distance of an accessible entrance via an accessible path and no greater than 200 feet from the that entrance.

Unbundled Parking- A requirement that parking spaces for each unit in a development be rented, leased, or sold separately from the unit itself. The parking space(s) must be rented, leased, or sold at market rates for compatible local off-street parking. The renter, lessor, or buyer of the unit must be allowed to opt out of renting, leasing, or buying the parking space.



A place where families and businesses thrive.

Planning Commission – Minutes 9/3/24
Community Auditorium and Zoom
1915 Main Street, Forest Grove, OR
Tuesday, September 3, 2024, 7:00 pm

1. CALL TO ORDER AND ROLL CALL:

Chair Ginny Sanderson called the Planning Commission meeting to order at 7:00 p.m.

The meeting was held in person in the Community Auditorium and remotely via video conference by Permit Technician Shannon Reynolds. To view the recorded meeting, please visit the City of Forest Grove website. The public was allowed to attend via Zoom or observe in the Community Auditorium.

Roll Call:

Planning Commission Present in Person and via Zoom Remotely: Chair Ginny Sanderson (in person), Tim Farrell (in person), Seth Berdahl (in person) Julie Stenberg (in person), Angel Falconer (in person) and Brandon Culbertson (via Zoom).

Planning Commission Excused: Commissioners Nicole Ellis

Staff Present: Bryan Pohl, Community Development Director; Dan Riordan, Senior Planner; Shannon Reynolds, Permit Technician; Suzie Curtis, Permit Coordinator.

2. PUBLIC MEETING:

A. PUBLIC COMMENT PERIOD FOR NON-AGENDA ITEMS:

Margie Tucker spoke regarding building/window standards in Forest Grove. Margie shared concern that with the growth a standard isn't being met. At this time, comments are noted and on record.

B. PUBLIC HEARING:

- (1.)** File No. 311-24-000006-PLNG – Appeal of Type II administrative/staff decision approving Crane Data Center Campus project including phased construction of two buildings, equipment yard, recreation area, parking area and street improvements in the City's Light Industrial (LI) Zone located at 3975 Heather St.

Chair Sanderson opened the public hearing at 7:13pm and read the hearing procedures and asked for disclosure of any conflicts of interest, ex-parte contacts, bias or abstentions. There were no conflicts of interest and no challenges from the audience.

STAFF REPORT:

City of Forest Grove Community Development Director Bryan Pohl provided the Commissioners with a staff report and PowerPoint presentation regarding the findings and response to concerns presented by the public on the Type II decision. Bryan then noted the correspondence received after the written staff report was published.

Bryan responded to Commissioner’s questions on the project and defers to Applicant’s presentation for further information.

APPLICANT:

Crane Data Centers Inc.
 Allison Reynolds – Attorney with Stoel Rives
 Matt Pfile – CEO of Crane Data Centers
 Scott Franklin – Navix Engineering Inc
 Connie Jong – Page Architecture

The applicants spoke on various aspects of the project from the noise concerns, water usage, traffic impacts, architectural design, employment, etc.

Commissioners asked questions of the applicant with response from the applicant.

APPELLANT:

Ken Dobson (Attorney) spoke on behalf of the appellant. Mr. Dobson expressed the concerns with the project and responded to questions asked by the Commissioners.

The following community members spoke regarding File No. 311-24-000006-PLNG – Appeal of Type II administrative/staff decision approving Crane Data Center Campus project including phased construction of two buildings, equipment yard, recreation area, parking area and street improvements in the City’s Light Industrial (LI) Zone located at 3975 Heather St.

To hear the comments of each community member, please view recording on TVCTV website.

Proponents	
Name:	Address:
Bill Tritz	3406 12 th Ave Forest Grove, OR
Opponents	
Mark Haworth	PO Box 483 Sherwood, OR
Nancy Rogers	PO Box 1103 Cornelius, OR
David Haworth	1816 Tamarack Way Forest Grove, OR
Maureen Murphy	1812 Tamarack Way Forest Grove, OR
Skylor Skipworth	1803 Hawthorne St Forest Grove, OR
Brian Hurley	1719 Fir Rd Forest Grove, OR
Mary Ann Villarreal	3507 16 th Place Forest Grove, OR
Julio Villarreal	3507 16 th Place Forest Grove, OR

Taylor Elwess	1774 Mtn View Ln Forest Grove, OR
Dane Saver	3526 16 th Pl Forest Grove, OR
Dale Feik	3363 Lavina Dr Forest Grove, OR
Melissa Bigsby	3526 16 th Pl Forest Grove, OR
Sharon Klein	1804 Mtn View Ln Forest Grove, OR
Marni Doerfler	2118 Babbitt Ct Forest Grove, OR
Dan Morris	440 Settlers Loop Forest Grove, OR
Nicholas Haxton-Evans	1818 Mtn View Ln Forest Grove, OR
Belinda Melanson	1305 Mtn View Dr Forest Grove, OR
Thomas Wiseman	1833 Tamarack Way Forest Grove, OR
Garrett Kossler	1750 Fir Rd Forest Grove, OR
Rey Pasqual	1750 Fir Rd Forest Grove, OR
Jammie Gloss (via Zoom)	4202 Beaver Way Forest Grove, OR
Neutral	
Edith Pillsbury	1644 Birch St Forest Grove, OR

Applicant (Allison Reynolds, Scott Franklin and Matt Pfile) spoke in response to comments that were raised from those opposed to the project.

Public testimony closed at 9:42 p.m.

Chair Sanderson called for 5-minute recess

Returning from recess, Commissioner Sanderson asked for a motion from the Planning Commissioners on the appeal for discussion to follow. Sr. Planner Dan Riordan spoke to what the motion will contain – motion to affirm or reverse the administrative decision.

COMMISSIONER DISCUSSION:

Commissioner Farrell clarified the role of the planning commission to follow the law as outlined. Farrell stated he didn't hear anything from the appellant that was outside of what was approved under the administrative decision.

Chair Sanderson reiterated that under the law and reviewing the current plan outlined (site plan) she feels that it meets the development criteria knowing that there will be both economic and gate keeping along the way.

Commissioner Stenberg echoed previously stated comments including that as things change there would be additional public hearings for those changes.

Commissioner Falconer shared that what she is hearing throughout the comments provided is a lot of current existing conditions that folks are unhappy about. Our decision is based on the law outlined and if the applicant has met the standards/rules today.

Commissioner Bergdahl asked the question of who would oversee amending the change of distance in which a notice is sent (300 ft). As well acknowledge the request and ask the city to look into the potential of sending notices out in both English and Spanish.

Commissioner Bergdahl stated that as a planning commissioner he is to look at the rules as they are currently and weigh it against the application filed.

Commissioner Culbertson stated he would like to make a statement in support for accepting the appeal and as a planning commissioner he felt it is critical to carefully consider approving the location of a large-scale data center. Commissioner Culbertson shared some data he found around data centers and zoning classification (light ind. vs heavy ind.).

Chair Sanderson asked for a motion to either uphold the staff decision on the application or reverse it.

Commissioner Farrell made a motion to affirm the administrative decision, Commissioner Stenberg seconded the motion.

Roll Call Vote on Motion:

AYES: Chair Sanderson; Commissioners Falconer, Farrell, and Stenberg

NOES: Commissioners Berdahl and Culbertson

ABSTAIN: None

ABSENT: Commissioner Ellis

MOTION CARRIED 4-2

C. ACTION ITEMS:

None

3. BUSINESS MEETING:

A. APPROVAL OF MINUTES:

The February 5th, 2024, minutes were approved by acclamation.

B. DIRECTOR'S REPORT:

In the interest of time, Bryan Pohl passed on sharing a director's report.

E. ANNOUNCEMENT OF NEXT MEETING:

F. ADJOURNMENT:

The meeting was adjourned at 10:09 p.m.

Respectfully submitted by:

Suzie Curtis
Permit Coordinator