

## Ordinance Desired Summary

The ideas presented in this document do not reflect the current state of our ordinances. These are just shoot from the hip with a sawed off shot gun concepts.

First, The idea of Commercial vs Residential has always been obscure. I want to have the entire main street (1 block); from 1<sup>st</sup> to 2<sup>nd</sup>. To be commercial properties. And if anybody is living in a residence of a commercial property; then they are typically grandfathered in to continue as is. But if they sell their property to someone else that wants to use that commercial lot as a residence then they need to get a conditional use permit from the city in order to do that.

Next, is the concept of vehicles. A driveway may contain up to 3 unlicensed vehicles; and 1 out of those 3 may be in visible disrepair. A yard may not contain vehicles, trailers or anything else that does not belong in the yard. Which brings up the next questionable place to park a vehicle, the right of way. Typically the right of way is the ground located between the sidewalk and the street. And this ground is Public property. So any parking done in this area is subject to the rules of public parking. It is to be considered a temporary place to park. I understand that people will use this space for a daily place to park a vehicle. And that is fine. But the vehicle must be tagged and visibly operable. And there is not to be an excessive abuse of this privilege. It is not intended to be a place to fill up with vehicles. And you cannot park your vehicles on the right of way space adjacent to a property that is not owned by yourself. You must have permission from the property owner adjacent to the right of way. So we need some sort of limit on how many vehicles may be parked in the right of way. Something like this: The right of way may only be 50%-100% full for no more than a 24 hour duration.

Another next: Parking on commercial lots is another questionable topic. Typically if the property does not have a building on the lot then the entire lot is to be considered a yard and no vehicles shall be allowed on yards. If the lot does have a building that is located close to the main street side of the lot. Then the rear area behind the building will be considered available parking. But if you own a residence located on a commercial lot; you are using the lot as a residential lot and the rules of residential parking apply; not the commercial rules.

Another next: Driveways: A driveway runs at a 90 degree angle to the street or alley surrounding the property. The driveway may not be excessively sized in comparison to your yard. A driveway is not a parking lot. Typically a driveway is the closest path taken to get from the street to a garage. If no garage exists then the driveway may enter a property and end near the main living structure.

Also there is a special privilege for non visible ares of your yard. A non visible area is

any area that cannot be seen from public view. This type of exception is rare but still exists. Any vehicle parked completely out of view from the public will not be subject to the rules stated above.

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Brad McCoy