

Chapter 3

DESIGN STANDARDS

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Section 3.1

DESIGN STANDARDS ADMINISTRATION

3.1.100 Applicability. All development in the city must comply with the provisions of Chapter 3, Design Standards. Development projects requiring land division, conditional use permit, and/or site design review approval require detailed findings demonstrating compliance with each section of chapter 3, as applicable. For smaller, less complex projects, fewer code provisions may apply and detailed findings may not be required where no discretionary land use or development permit decision is made.

Section 3.2

ACCESS AND CIRCULATION

3.2.100 Purpose. The purpose of this chapter is to ensure that developments provide safe, efficient and functional access and circulation, for pedestrians and vehicles. Section 3.2.110 provides standards for vehicular access and circulation. Section 3.2.120 provides standards for pedestrian access and circulation. Standards for transportation infrastructure improvements within the public right-of-way are provided in section 3.5.

3.2.110 Vehicular Access and Circulation.

A. Intent and Purpose.

1. The intent of this section is to manage vehicle access to development through a connected street system with shared driveways, where practicable, and circulation systems that allow multiple transportation modes and technology, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency. Access shall be managed to maintain an adequate “level of service” and to maintain the “functional classification” of roadways (See 2020 Transportation System Plan). Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. “Access management” is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This section balances the right of reasonable access to private property with the right of the public to safe and efficient travel.

2. To achieve this policy intent, county and local roadways have been categorized in the comprehensive plan by function and classified for access purposes based upon their level of importance and function. (See section 3.5, Infrastructure Standards) Regulations apply to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to access systems, and to thereby improve the safety and operation of the roadway network. The regulations are also intended to protect the substantial public investment in the transportation system, facilitate economic development, and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned development, such as developments that generate more traffic than assumed in the Transportation System Plan, or the subdivision of land designated for agricultural use in the Comprehensive Plan.

- B. Applicability.** This section applies to all public roads, streets, and alleys within the city and to all properties abutting them.
- C. Access Permit Required.** Access to a public street requires an access permit in accordance with the following procedures:
 1. Permits for access to City streets shall be subject to review and approval by city staff based on the standards contained in this section, and the provisions of section 3.5, Infrastructure Standards. Access permit applications are available at Sutherlin City Hall.
 2. Permits for access to state highways shall be subject to review and approval by Oregon Department of Transportation (ODOT) except when ODOT has delegated this responsibility to the city. The city will coordinate with ODOT on such permits as necessary.
 3. Permits for access to county highways shall be subject to review and approval by Douglas County. The city will coordinate with the county on such permits as necessary.
- D. Traffic Impact Study Requirements.** The city or other agency with access jurisdiction may require a traffic impact study prepared by a traffic engineer to determine access, circulation and other transportation requirements including identification of projects needed to implement the Transportation System Plan or other projects needed to mitigate for traffic impacts resulting from development that exceeds assumptions from the Transportation System Plan. (See also, section 3.5, Infrastructure.)
- E. Conditions of Approval.** The city or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, limit direction of travel at an approach and/or other mitigation as a condition of granting an access permit, to ensure the safe, functional, and efficient operation of the street and highway system.

- F. Backing Movement.** Vehicle access to and from off-street parking areas, except for access to and from residential developments with one (1) or two (2) dwellings, shall not involve backing onto a public street.
- G. Access Standards and Options.** When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of ten (10) feet per lane is required). These methods are “options” to the developer/subdivider, unless one method is specifically required by the city as a condition of approval.
1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.
 2. Option 2. Access is from a private street or driveway developed to city standards and connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A joint maintenance agreement and reciprocal access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive. The city may approve a private street under this option by a planned unit development (PUD), provided that public funds shall not be used to construct or maintain a private road, street, or drive. The city may require a public access easement as needed for emergency response access or refuse access.
 3. Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access if the site abuts an arterial or collector street. Street accesses shall comply with the access spacing standards in subsection I, below.
 4. Subdivisions Fronting Onto an Arterial Street. Subdivision lots fronting onto an arterial street shall not receive access onto the arterial street, except when alternate access (i.e., alleys or secondary streets) cannot be provided due to topographic or other physical constraints. In such cases, the city may require that access be provided by consolidating driveways for clusters of two (2) or more lots or for multiple buildings on a lot (e.g., includes flag lots and mid-block lanes).

5. Double-Frontage Lots. When a lot has frontage onto two (2) or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. A second access may be permitted only as necessary to accommodate projected traffic volumes. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the residential district, unless topographic or physical constraints require the formation of such lots. When a fence or wall is built adjacent to the street in this case, a landscape buffer with trees and/or shrubs and ground cover not less than ten (10) feet wide shall be provided between the fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner's association, etc.).
 6. Important Cross-References to Other Code Sections. Section 3.6 requires that buildings be placed at or near the front property line in some zones, and driveways and parking areas be oriented to the side or rear yard for multiple family and commercial uses. Section 3.5.110 contains private street standards.
- H. New Street.** The city may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when access cannot otherwise be provided from an existing street, in conformance with city standards. The city considers the development impact in considering whether a new street is needed. See also, section 3.5, Infrastructure Standards.
- I. Access Spacing.** Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:
1. Local Streets. A minimum of twenty-five (25) feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials).
 2. Arterial and Collector Streets. Access spacing on collector and arterial streets, and at controlled intersections (i.e., with four-way stop sign or traffic signal) shall be determined based on the policies and standards contained in the city's transportation system plan.
 3. Special Provisions for All Streets. Direct street access may be restricted for some land use types. For example, access consolidation, shared access, and/or access separation greater than that specified by Subsections 1-2, may be required by the city, county or ODOT for the purpose of protecting the function, safety and operation of the street for all users. Where no other alternatives exist, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

4. Where the spacing standards limit the number or location of connections to a street or highway, the city engineer of record may require a driveway to 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 of record 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).

J. Number of Access Points. For single-family (detached and attached), two (2) family, and three (3) family housing types, one (1) street access point is permitted per lot; except that two (2) access points may be permitted for two (2) family and three (3) family housing on corner lots (i.e., no more than one (1) access per street), subject to the access spacing standards in subsection I, above. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with section K, below, in order to maintain the required access spacing, and minimize the number of access points.

K. Shared Driveways. The number of driveways intersecting a public street shall be minimized by the use of shared driveways on adjoining lots where feasible. The city may require shared driveways as a condition of land division or site plan review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. “Stub” means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. “Developable” means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).
2. Access easements and joint maintenance agreements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including any pathways and landscaping along such driveways, at the time of final plat approval (section 4.4) or as a condition of site development approval (section 4.3).
3. Access easements may serve no more than three (3) dwelling units, including accessory dwellings and dwellings on individual lots, or more than three (3) units of land whichever is greater. A drive serving more than one lot shall conform to the standards in subsections a-c below:

- a. Driveway and Lane Width and Lot Frontage. The minimum width of all shared drives and lanes shall be twenty (20) feet of pavement with a minimum lot frontage width of twenty-five (25) feet wide throughout the driveway;
- b. Easement. Where more than one (1) lot is to receive access from a driveway, the owner shall record an easement granting access to all lots that are to receive access. The easement shall be so indicated on the preliminary plat;
- c. Maximum Drive Lane Length. The maximum drive lane length is subject to requirements of the uniform fire code, but shall not exceed one hundred fifty (150) feet without an emergency turnaround approved by the city.

L. Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the city, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

- 1. Block Length and Perimeter. The maximum block length and perimeter, measured along the property/right-of-way line, shall not exceed:
 - a. Residential Zoning. Six hundred (600) feet length and one thousand eight hundred (1,800) feet perimeter unless the previous adjacent layout or topographical conditions justify a variation;
 - b. C-1 Zoning. Four hundred (400) feet length and one thousand four hundred (1,400) feet perimeter;
 - c. C-3 Zoning. Six hundred (600) feet length only.
 - d. Industrial Zoning. No Standard.

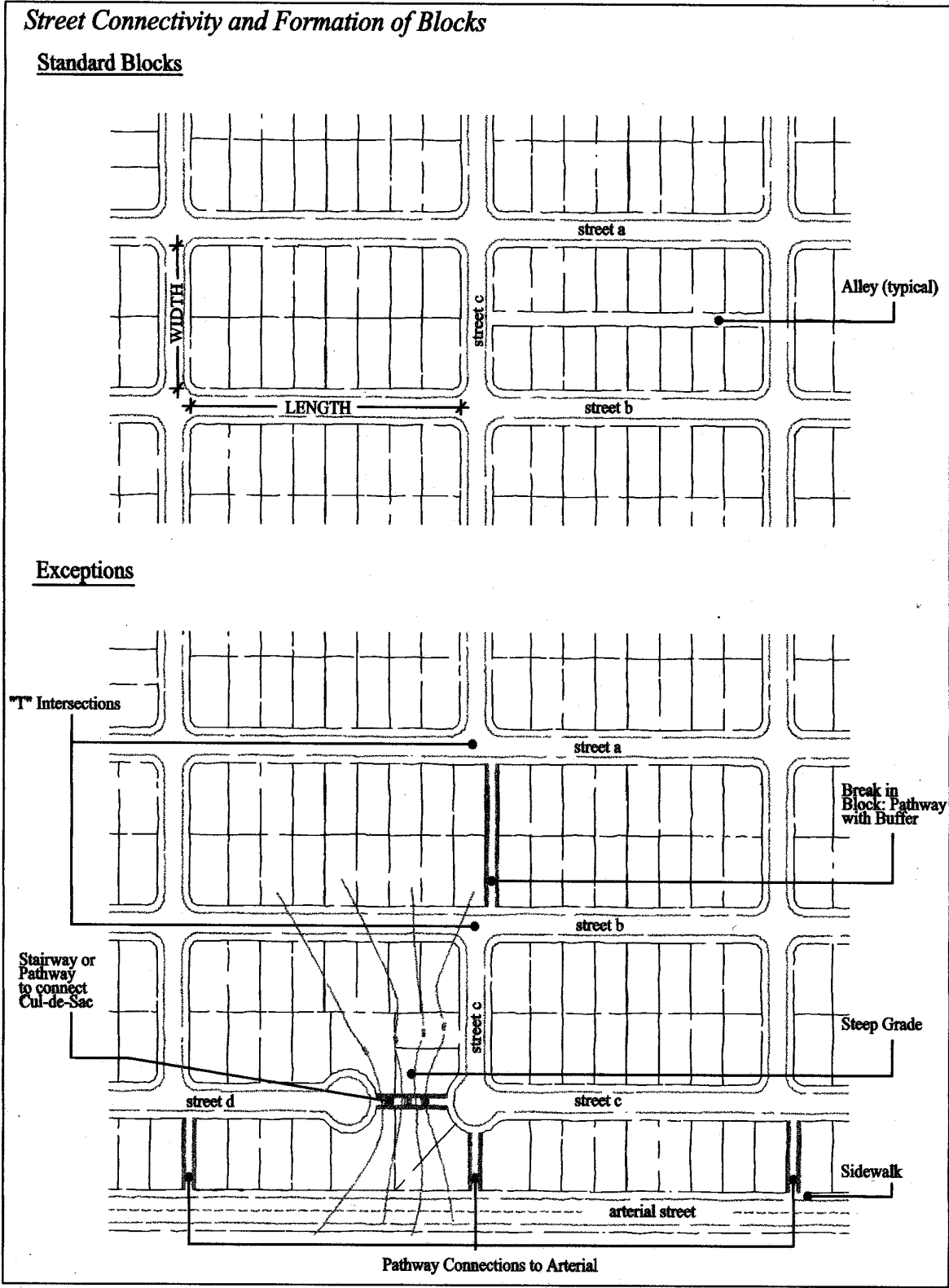


Figure 3.2.110L Street Connectivity and Formation of Blocks

2. Exception. Exceptions to standards in subsection L1 may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of section 3.2.120.A. Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.

M. Driveway Openings. Driveway openings shall be the minimum width necessary to provide the required number of vehicle travel lanes (ten (10) feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:

1. Single family, two (2) family, and three (3) family uses shall have a minimum driveway width of ten (10) feet, and a maximum width of twenty-four (24) feet, except that one (1) recreational vehicle pad driveway may be provided in addition to the standard driveway for lots containing more than seven thousand (7,000) square feet of area.
2. Multiple family uses with between four (4) and seven (7) dwelling units shall have a minimum driveway width of twenty (20) feet, and a maximum width of twenty-four (24) feet.
3. Multiple family uses with more than eight (8) dwelling units, and off-street parking areas with sixteen (16) or more parking spaces, shall have a minimum driveway width of twenty-four (24) feet, and a maximum width of thirty (30) feet. These dimensions may be increased if the City determines that more than two (2) lanes are required based on the number of trips generated or the need for turning lanes.
4. Access widths for all other uses shall be based on ten (10) feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in chapter 3.4.
5. Driveway aprons (when required) shall be constructed of concrete to city standards and shall be installed between the street and the driveway or private drive, as shown above. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of three (3) feet in width, with a cross slope not exceeding two (2) percent.

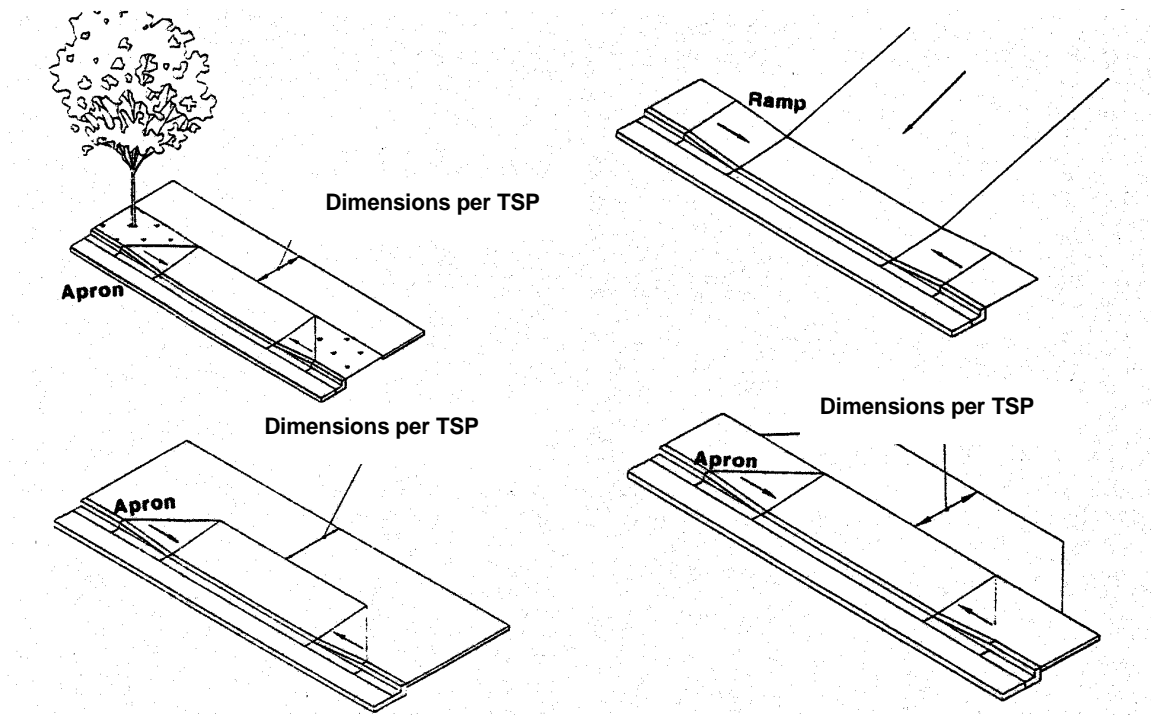


Figure 3.2.110M Driveway Openings

- N. **Fire Access and Parking Area Turn-Arounds.** A fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than one hundred fifty (150) feet from an existing public street or approved fire equipment access drive. Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner.
- O. **Vertical Clearances.** Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of thirteen (13) feet six (6) inches for their entire length and width.
- P. **Vision Clearance.** No signs, structures or vegetation in excess of three (3) feet in height shall be placed in “vision clearance areas”, as shown in figure 3.2.110P. The minimum required vision clearance area may be increased by the city upon finding that more sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.).

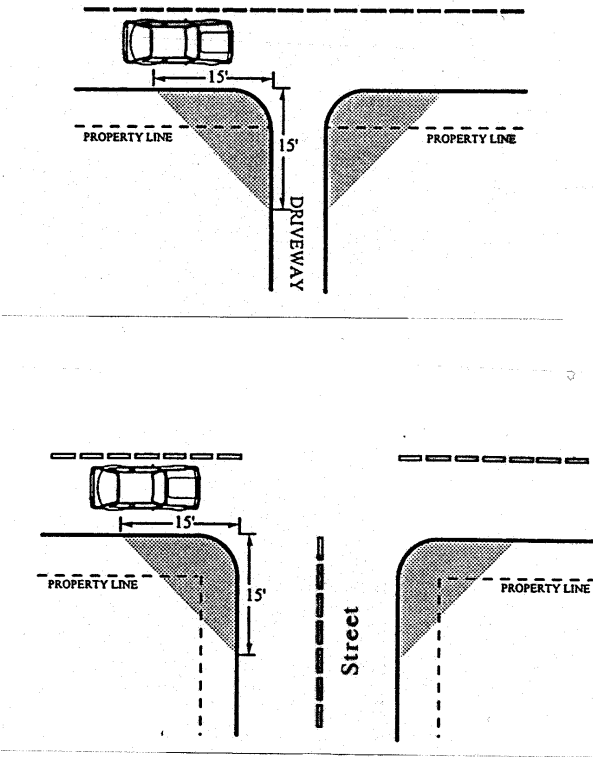


Figure 3.2.110P - Vision Clearance Areas

- Q. Flag Lots.** Flag lots may be created where the configuration of a parcel does not allow for standard width lots. A flag pole access drive may serve no more than three (3) dwelling units, including accessory dwellings and dwellings on individual lots. A drive serving more than one lot shall conform to the standards in subsections 1-4 below:

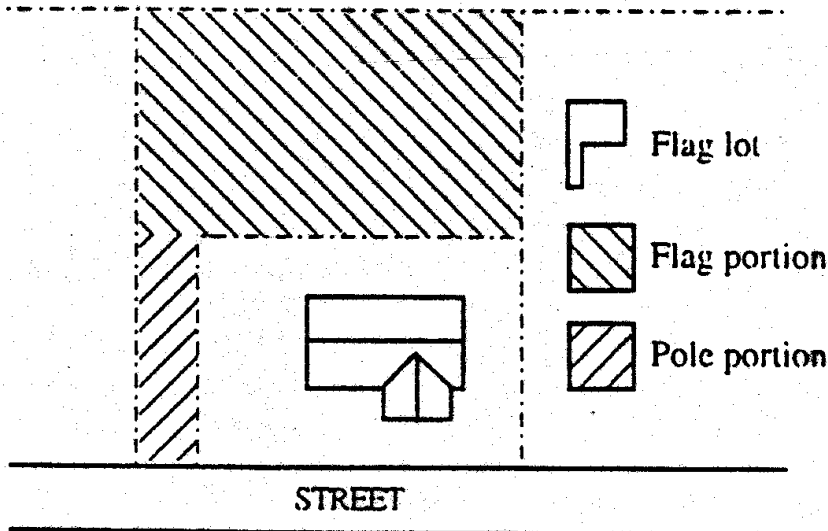


Figure 3.2.110(Q) – Flag Lot (Typical)

1. Driveway and Lane Width and Lot Frontage. The minimum width of all shared drives and lanes shall be twenty (20) feet of pavement with a minimum lot frontage width of twenty-five (25) feet wide throughout the driveway;
2. Easement. Where more than one (1) lot is to receive access from a flag pole drive, the owner shall record an easement granting access to all lots that are to receive access. The easement shall be so indicated on the preliminary plat;
3. Maximum Drive Lane Length. The maximum drive lane length is subject to requirements of the uniform fire code, but shall not exceed one hundred fifty (150) feet without an emergency turnaround approved by the city; and
4. Area Calculation. The flag pole portion of a lot shall not be counted for the purpose of meeting lot area requirements or determining setbacks.

R. Construction. The following standards shall apply to all driveways and private streets:

1. Surface Options. Driveways, parking areas, aisles, and turn-arounds shall be paved with asphalt, concrete or comparable surfacing; alternatively, a durable non-paving material such as pavers, or other materials approved by the city may be used to reduce surface water runoff and protect water quality.
2. Driveway Aprons. When driveway approaches or “aprons” are required to connect driveways to the public right-of-way, they shall be constructed to city standards and paved with concrete surfacing. See subsection M, above.

3.2.120 Pedestrian Access and Circulation.

- A. Pedestrian Access and Circulation.** To ensure safe, direct and convenient pedestrian circulation, all developments, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles, and may also be designed to accommodate personal electronic vehicles such as golf carts or scooters.) The system of pathways shall be designed based on the standards in subsections 1-5, below:

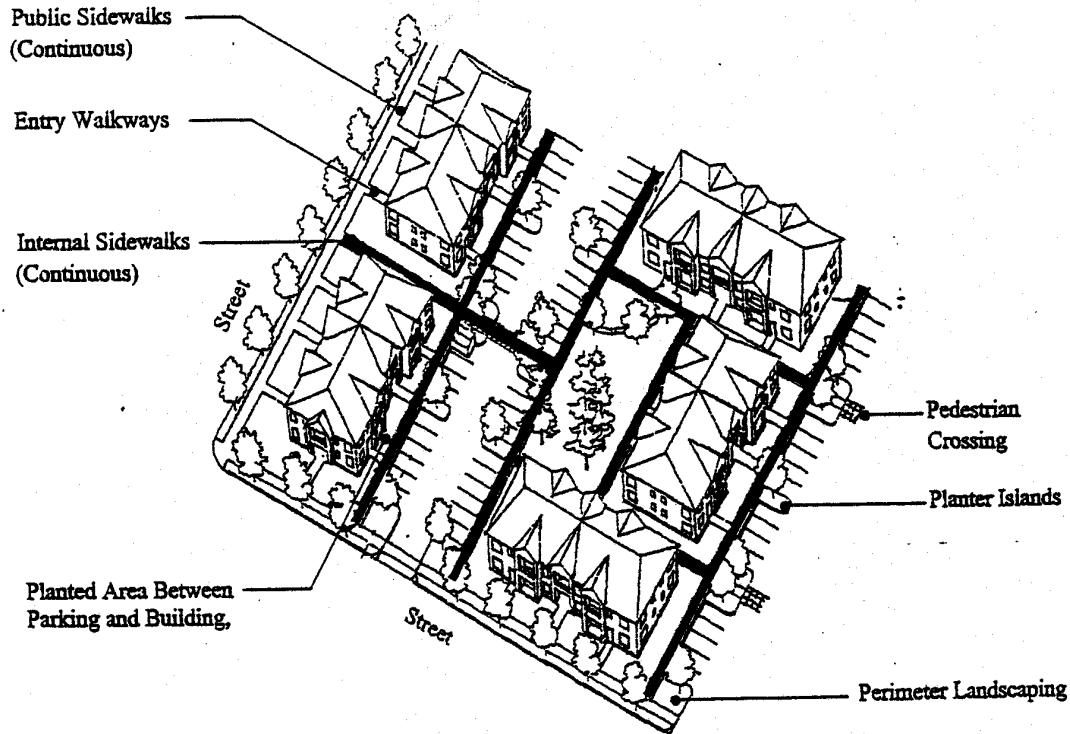


Figure 3.2.120A - Pedestrian Pathway System (Multifamily Development Example)

1. Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 3.2.110 - Vehicular Access and Circulation, and Section 3.5, Infrastructure.
2. Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:
 - a. “Reasonably direct” means route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users. Multi-use pathways may be designed with curves to minimize bicycle speed.
 - b. “Safe and convenient” means bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

- c. For commercial, industrial, mixed use, public, and institutional buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
 - d. For residential buildings the “primary entrance” is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one (1) dwelling.
3. Connections within Development. For all developments subject to site plan review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.
4. Street Connectivity. Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by section 3.2.110. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:
- a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than ten (10) feet wide and located within a twenty (20) foot wide right-of-way or easement that allows access for emergency vehicles;
 - b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted;
 - c. Stairs or switchback pathways using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep;
 - d. The City may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties;
 - e. The hearings body or city planner may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this code prohibit the pathway connection.

5. Improvements at Transit Stops. Proposed development that is adjacent to or includes an existing or planned transit stop is required to plan for access to the transit stop and, where determined necessary in consultation with the transit agency, provide for transit improvements. Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop. Where consistent with an approved transportation or transit plan, development requirements and improvements may include the following:
 - a. Intersection or mid-block traffic management improvements (e.g. traffic lighting or similar protected pedestrian crossing improvement) to allow for pedestrian crossings at transit stops.
 - b. Building placement within twenty (20) feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersection.
 - c. Transit passenger landing pad accessible to disabled persons, constructed to transit agency standards.
 - d. An easement or dedication for a passenger shelter and an underground utility connection to a transit stop if requested by the transit agency.

B. Design and Construction. Pathways shall conform to all of the standards in subsections 1-5 below:

1. Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six (6) inches and curbed, or separated from the driveway/street by a five (5) foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised pathway is used, the ends of the raised portions must be equipped with curb ramps.
2. Housing/Pathway Separation. Pedestrian pathways shall be separated a minimum of five (5) feet from all residential living areas on the ground-floor, except at building entrances. Separation is measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped in conformance with the provisions of chapter 3.3. No pathway/building separation is required for commercial, industrial, public, or institutional uses.
3. Crosswalks. Where pathways cross a parking area, driveway, or street (“crosswalk”), they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it shall consist of thermo-plastic striping or similar type of durable application.

4. Pathway Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six (6) feet wide, and shall conform to Americans With Disabilities Act (ADA) requirements. Multi-use pathways (i.e., for bicycles and pedestrians) shall be the same materials, at least ten (10) feet wide. Multi-use pathways meeting these standards shall be provided wherever such pathways are indicated in the transportation system plan, parks master plan, or comprehensive plan. Such multi-use pathways shall be provided within a minimum twenty (20) foot wide public access easement or dedicated right-of-way. (See also, section 3.5 Infrastructure Standards.)
5. Accessible routes. Pathways shall comply with the ADA, which requires accessible routes of travel.

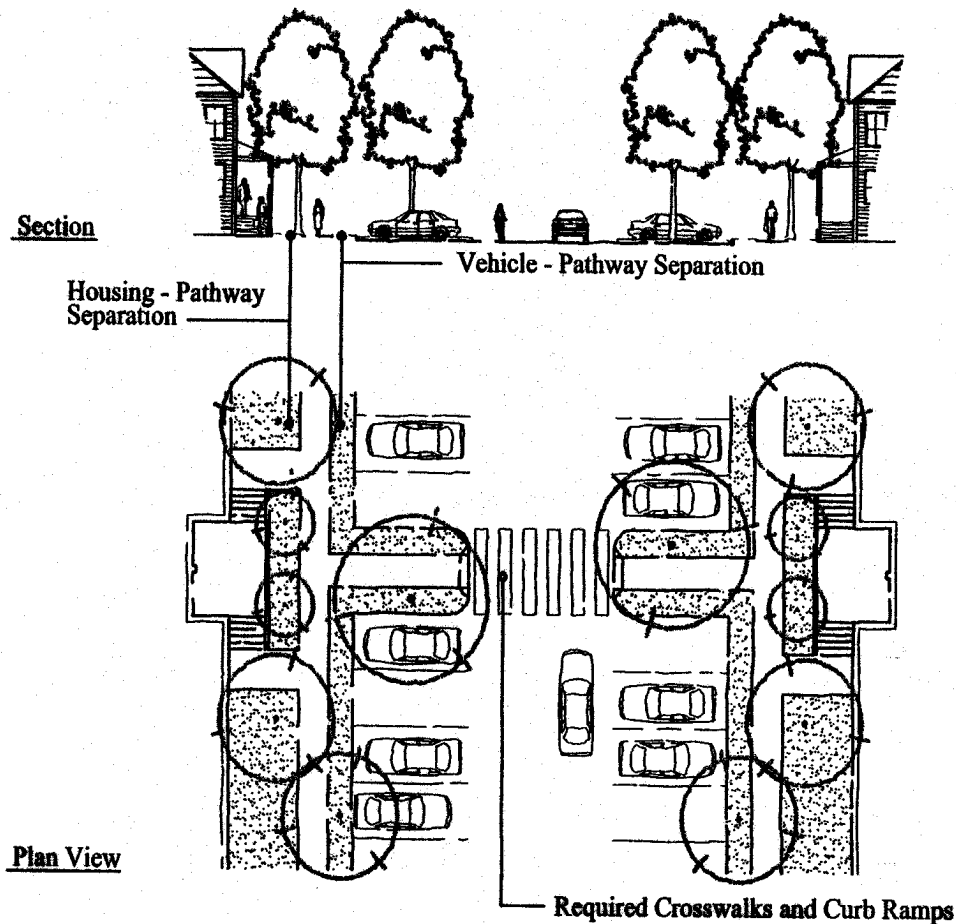


Figure 3.2.120B - Pathway Standards (Typical)

Section 3.3

PARKING AREA SCREENING, LANDSCAPING, STREET TREES, FENCES AND WALLS

3.3.100 Purpose. The section is intended to promote community health, safety and welfare by setting development standards and incentives for improving the appearance of the community through parking area landscapes, including street trees, landscape protection/credit and fences and walls. Together, these elements of the natural and built environment contribute to the visual quality, environmental health and character of the community. Trees and landscaping provide climate control through shading during summer months and wind screening during winter. Trees and other plants can also buffer pedestrians from traffic and improve water quality by reducing water temperature, erosion and sedimentation. Walls, fences, trees and other landscape materials also provide vital screening and buffering between land uses. The chapter is organized into the following sections:

- A. **Section 3.3.110 – Parking Area Landscaping and Buffering.** The design of parking area landscaping shall be a requirement and responsibility of the developer for every new development and should consider visibility of signage, traffic circulation, comfortable pedestrian access, and aesthetics. Trees shall not be cited as a reason for applying for or granting a variance on placement of signs.
- B. **Section 3.3.120 – Landscape Credit/Preservation.** Provides a system of landscape credits available to property owners and developers to preserve existing trees and incorporate these trees into the landscape system.
- C. **Section 3.3.130 - Street Trees.** Identifies approved and prohibited street trees.
- D. **Section 3.3.140 - Fences and Walls.** Sets standards for new fences and walls, including maximum allowable height and materials, to promote security, personal safety, privacy, and aesthetics.

3.3.110 Parking Area Landscaping and Buffering. This section shall apply to all developments requiring site plan review approval and all parking and maneuvering areas.

- A. **Application.** Parking area landscaping and buffering standards shall apply to all public and private outdoor parking areas that provide for 4 or more spaces or to any paved vehicular use area 3000 square feet or larger on the same lot or on contiguous tax lots under the same common ownership or use. Parking area landscaping requirements are limited to 10% of the gross land area.
- B. **Exemptions.** The parking area landscaping and buffering standards shall be exempt for building additions which increase the size of an existing building by less than 20% of the gross floor area. In addition, any paved vehicular area which provides fewer than 10 spaces shall be exempt from the interior lot line buffering and interior parking area landscaping requirements. Areas used specifically as a utility storage lot or a truck

loading area shall also be exempt from interior parking area landscaping requirements unless the use abuts an R-1 property.

C. Specifications for Trees and Plant Materials.

1. Deciduous Trees. Deciduous shade or ornamental trees shall be a minimum 1½ inch caliper measured 6 inches above ground, balled and burlapped.
2. Conifer or Evergreen Trees. Coniferous or evergreen trees shall be a minimum of 6 feet in height above ground, balled and burlapped.
3. Evergreen and Deciduous Shrubs. Evergreen and deciduous shrubs shall be at least 1 to 5 gallon size.
4. Living Ground Covers. Living ground covers shall be fully rooted and shall be well branched or leafed.
5. Other Ground Covers. Other ground covers shall consist of a decorative treatment of bark, rock, or other attractive ground cover.
6. Lawns. Lawns shall consist of grasses, including sod, or seeds. Lawns shall be 100% coverage and weed free.

D. Parking Area Buffering. Parking areas shall be buffered from the required areas listed below with a 5 foot wide strip of landscaping materials beginning at the property line.

1. Required Buffer Areas. The parking area shall be buffered from the following areas:
 - a. Street frontage. The parking area shall be buffered from adjacent lineal street frontage, exclusive of driveways, entrances, and exits, with the designated landscaping strip.
 - b. Interior Lot Lines. The parking area shall be buffered from the interior lot line when abutting residential zones with the designated landscaping strip. Where screening is required, the screening area shall be incorporated into the landscaping strip. This requirement shall not in any way prohibit joint access driveways between two or more adjacent parking areas.
2. Buffer Area Landscaping Standards. Minimum landscaping acceptable per 50 lineal feet of required buffer area is as follows:
 - a. One tree at least 6 feet in height. The tree shall be selected from the street tree list (See section 3.3.130 (D) (E)) in order to avoid root damage to pavement and utilities.
 - b. 5 five-gallon or 8 one-gallon shrubs.
 - c. The remaining area shall be treated with living ground cover, lawn, or other ground cover.

E. Interior Parking Area Landscaping. Minimum area required to be landscaped within a parking lot shall be no less than five percent (5%) of the total area within the paved parking and maneuvering area or at a ratio of one landscape planter per 10 parking spaces, whichever is greater. Area landscaped to meet minimum interior parking area landscaping requirements shall be located within the paved parking lot area, not in adjacent buffer or screening areas. This requirement shall not in any way

prohibit a developer from grouping the required interior landscaping area in one or more sections of the parking lot. Trees and landscaping shall be installed as follows:

1. Each 160 square feet of required interior parking area landscaping shall contain 1 tree at least 6 feet high. At least 2 shrubs shall be placed for every 100 square feet of interior parking lot landscaping. The remaining planter area shall be treated with ground cover.
2. The tree species may be selected from the street tree list (See section 3.3.130) to avoid root damage to pavement and utilities, and damage from droppings on parked cars and walkways.
3. Planters shall be surrounded by a perimeter curb not less than 4 inches high.
4. The tree shall be planted in a landscaped area such that the tree trunk is at least 2 feet from any curb or paved area.

F. Prohibited Trees. Trees listed in Section 3.3.130 (D) and (E) are prohibited for use as street trees as their roots cause damage to sewers, pavements, and sidewalks. Furthermore, these trees are prohibited for planting in a parking lot buffer area adjacent to a street or right-of-way.

G. Irrigation of Required Landscaping. All required landscaped areas must be provided with a piped underground water supply irrigation system, unless a licensed landscape professional submits written verification that the proposed plant materials do not require irrigation. Irrigation systems installed in the public right-of-way require an encroachment permit from the city engineer.

H. Landscape Plan Submittal Requirements. A landscape plan, drawn to scale, must accompany site plan review applications. The plan must show the following elements, drawn to scale, in conjunction with the requirements of this code:

1. Type of landscaping, fencing, or other screening materials, including name of plant species. Heights of landscaping materials shall also be noted.
2. Location and size of landscaped areas on the development site.
3. Abutting land uses and/or zones.
4. If existing trees and plant materials are proposed to be preserved, methods for the protection of the plant material shall be noted. This shall include the drip line measurements for trees (See section 3.3.120) below for information on landscape area credit for the preservation of existing trees).
5. Plan for underground irrigation system.

I. Performance Guarantees. Certificates of occupancy may be issued prior to the complete installation of all required landscaping if a signed bid contract equal to 100% of the cost of plant materials and labor is submitted to the planning director. In addition, the applicant will be required to sign a standard development agreement to ensure such landscape installation within nine months of occupancy permit issuance.

- J. Clear Vision.** All buffering and landscaping material shall not encroach into the Clear Vision areas at the intersections of streets or at the intersection of a street and driveway, as defined in Section 3.2.110 (P).
- K. Maintenance of Landscaped Areas.** It shall be the continuing obligation of the property owner to maintain required landscaped areas in an attractive manner, free of weeds and noxious vegetation. In addition, the minimum amount of required living landscape materials shall be maintained.

3.3.120 Landscape Area Credit/Preservation. A system of landscape area credits has been established as an incentive for property owners and developers to preserve existing trees and to include them in the landscape plan for proposed developments.

- A. Criteria for Landscape Credit.** Tree(s) preserved on the development site may reduce the total landscaped area required for interior parking lots. Credit shall be considered for approval if a qualified arborist or landscape professional submits the following information to the planning director:
 - 1. A statement confirming that the size, health, and physical appearance of the tree(s) warrant landscape credit.
 - 2. A protection plan for the trees' health during construction. This shall include verification of the radius of the drip line area or an area recommended by a licensed landscape professional. The drip line area shall be defined as the ground area and vegetation measured from the outermost branches to the trunk of the tree. Trees preserved for landscape credit shall not have construction or grading occur within the drip line.
 - 3. A plan for future maintenance of the tree(s).
- B. Landscape Credit System.** The Community Development Director shall grant landscape credit based on the total area of the preserved tree drip line or the number of required interior parking area planters. The area of the drip line shall be directly credited toward the required landscaping area for interior parking lots. As an alternative to this crediting method, the planning director may reduce the number of required interior parking area planters by 1 for each preserved tree on the development site. In order to secure credit for either method, the entire area within the drip line of the preserved tree must be protected from encroachment unless an alternative is otherwise approved by the planning director.
- C. Limits to Landscape Area Credit.** Landscape credits for preserved trees shall not eliminate or reduce the parking area screening and buffering requirements. Landscape credit shall be applied only to the required interior parking area landscaping. Credit for preserved trees shall be limited to 60% of the total interior parking area landscaping requirement. The remaining 40% shall be provided according to section 3.3.110(E). Landscape credit shall not be granted for trees preserved within a required riparian habitat protection area.

3.3.130 Street Trees. Street trees shall be provided for all developments that are subject to land division or site plan review. The city may count preserved significant trees adjacent to streets toward street tree requirements. Requirements for street tree planting strips are provided in section 3.5 Infrastructure Standards. Street trees planted within the street buffer, within sidewalks or adjacent to sidewalks shall conform to the following lists:

A. Approved Street Trees. The following tree species are recommended for use as street trees or trees planted within five feet of a public sidewalk or street:

1. Small Trees. Small or narrow stature trees (under 25 feet, less than 20 feet wide) may be spread at any interval 20 feet apart or greater. Sidewalk cuts shall be a minimum of 4'x4'.
 - a. Acer Ginnala Flame – Flame Maple
 - b. Cornus Florida – Flowering Dogwood
 - c. Pyrus Calleryana – Aristocrat – Aristocrat Pear
 - d. Pyrus Calleryana Glens Form – Chanticleer Flowering Pear
 - e. Prunus Sargentii “Columnaris” – Sergeant Columnar Cherry
 - f. Cercis Canadensis – Eastern Redbud
2. Medium Trees. Medium sized tree (25-40 feet tall, 16-35 feet wide) may be spread at any interval 30 feet apart or greater. Sidewalk cuts shall be a minimum of 5'x5'.
 - a. Acer Platanoides – “Crimson King” – Crimson King Maple
 - b. Prunus serrulata – “Kwanzan” – Kwanzan Cherry
 - c. Cercis Canadensis – Eastern Redbud
 - d. Acer Rubrum “October Glory” – October Glory Maple
 - e. Pyrus calleryana “Redspire” – Redspire Pear
 - f. Nyssa Sylvatica – Black Tupelo
 - g. Prunus Subhirtella “Autumnalis Rosea” – Autumn Flowering Cherry
3. Large Trees. Large trees (over 40 feet, more than 35 feet wide) may be spaced at any interval 40 feet or greater. Large trees may only be planted within sidewalks that are a minimum of 12 feet in width and the sidewalk cuts shall be a minimum of 6'x6'.
 - a. Acer Rubrum “Armstrong” – Armstrong Maple
 - b. Acer Rubrum “Franksred” – Red Sunset Maple
 - c. Fraxinus Oxycarpa “Raywood” – Raywood Ash
 - d. Tilia Cordata – “Greenspire” – Greenspire Linden
 - e. Acer Saccharum “Green Mountain” – Sugar Maple
 - f. Fraxinus Americana “Junginger” – Autumn Purple Ash
 - g. Quercus Palustris – Pin Oak
 - h. Liriodendron Tulipifera – Tulip Tree
 - i. Fraxinus Pennsylvanica “Marshall” – Marshall Ash

4. Trees Allowable Under Power Lines - Small Trees. Small or narrow trees (under 25 feet, less than 20 feet wide) may be spread at any interval 20 feet apart or greater. Sidewalk cuts shall be a minimum of 4'x4'.
 - a. Cercis Canadensis – Eastern Redbud
 - b. Acer Ginnala – Flame Maple
 - c. Cornus Kousa – Kousa Dogwood
 - d. Prunus Cerasifera “Thundercloud” – Thundercloud Plum

B. Prohibited Trees – The following tree species are prohibited from use as street trees or within 25 feet of a sidewalk or street right-of-way as their roots cause damage to sewers, pavement and sidewalks:

1. Salix spp - Willows
2. Populus spp – Cottonwoods/Poplars
3. Acer macrophyllum – Big Leaf Maple

C. Not Recommended Street Trees – Tree species not recommended for use as street trees or near public facilities. However, these tree species may be planted if the identified issues are satisfactorily addressed, accepted by the owner and identified on the site plan. Trees may be acceptable under certain conditions.

1. Acer Negundo – Box Elder
2. Ailanthus – Tree of Heaven; invasive roots
3. Albizzia julibrissi – Silk Tree; litter, aggressive roots
4. Alnus rubra – Red Alder; short lived, brittle, favorite of tent caterpillars.
5. Betula spp – Birches; aphids, low branching, invasive roots.
6. Catalpa – invasive roots, short lived, litter.
7. Crataegus spp – Hawthorns; insect and disease prone, aphids.
8. Platanus spp – Sycamore, London Plane; invasive vigorous root system, anthracnose disease.
9. Robinia Pseudoalacia – black locust; brittle, aggressive roots, thorny.
10. Sorbus Ausuparia –Mountain Ash; fruit may be a sidewalk hazard.
11. Ulmus spp – Elms; elm leaf beetle, dutch elm disease, invasive roots.
12. Liquidambar Styraciflua – Sweet Gum; invasive root system.
13. Fruit trees, Nut trees and all conifers.

3.3.140 Fences and Walls. The following standards shall apply to all fences and walls except for fences in industrially designated lands:

A. General Requirements. All fences and walls shall comply with the standards of this section. The city may require installation of walls and/or fences as a condition of development approval, in accordance with section 4.5, Conditional Use Permits or section 4.3, Development Review and Site Plan Review. Walls built for required landscape buffers shall comply with section 3.3.120.

B. Dimensions.

1. The maximum allowable height of fences and walls is six (6) feet as measured from the lowest grade at the base of the wall or fence, except that retaining walls and terraced walls may exceed six (6) feet when permitted as part of a site development approval, or as necessary to construct streets and sidewalks. A building permit is required for walls exceeding six (6) feet in height, in conformance with the uniform building code.
2. The height of fences and walls along or within a front yard setback shall not exceed four (4) feet (except decorative arbors, gates), as measured from the grade closest to the street right-of-way.
3. Fences and walls shall comply with the vision clearance standards of section 3.2.110.P.

C. Prohibited Materials. Barbed wire, razor wire, and similar armor-type fences are prohibited, except when specifically required as a condition of approval through site plan review or conditional use permit approval.

D. Maintenance. For safety and for compliance with the purpose of this chapter, walls and fences required as a condition of development approval shall be maintained in good condition, or otherwise replaced by the owner.

3.3.150 Fences and Walls in the Industrial Zones. The following standards shall apply to all fences and walls

A. General Requirements. All fences and walls shall comply with the standards of this section. The city may require installation of walls and/or fences as a condition of development approval, in accordance with section 4.5, Conditional Use Permits or section 4.3, Development Review and Site Plan Review. Walls built for required landscape buffers shall comply with section 3.3.120.

B. Dimensions.

1. The maximum allowable height of fences eight (8) feet as measured from the lowest grade at the base fence, except that retaining walls and terraced walls may exceed six (6) feet when permitted as part of a site development approval, or as necessary to construct streets and sidewalks. A building permit is required for walls exceeding six (6) feet in height, in conformance with the uniform building code.
2. Fences and walls shall comply with the vision clearance standards of section 3.2.110.P.

C. Prohibited Materials. Barbed wire, razor wire, and similar armor-type fences are prohibited, accept when specifically required as a condition of approval through site plan review or conditional use permit approval.

Section 3.4

VEHICLE AND BICYCLE PARKING

3.4.100 Purpose. The purpose of this chapter is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. Because vehicle parking facilities can occupy large amounts of land, they must be planned and designed carefully to use the land efficiently while maintaining the visual character of the community. This chapter recognizes that each development has unique parking needs by providing a flexible approach for determining parking space requirements (i.e., “minimum” and “performance-based” standards). This chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children, as well as adults, need safe and adequate spaces to park their bicycles throughout the community.

3.4.110 Applicability. All developments subject to site plan review (section 4.3), including development of parking facilities, shall comply with the provisions of this chapter.

3.4.120 Vehicle Parking Standards.

- A. Minimum Off-Street Vehicle Parking.** The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 3.4.120.A, except that there is no minimum number of off-street parking spaces required in the downtown commercial (C-1) zone. The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway or landscape. Credit is allowed for “on-street parking”, as provided below in 3.4.120 B. Exceptions and reductions to off-street parking are provided in 3.4.120.D.

Table 3.4.120.A - Vehicle Parking - Minimum Standards Option	
Use	Parking Standard
Residential Uses	
Single family detached housing.	2 parking spaces per detached single family dwelling or manufactured home on an individual lot.

Table 3.4.120.A - Vehicle Parking - Minimum Standards Option

Use	Parking Standard
Duplexes and Multifamily Dwellings with three (3) or four (4) dwellings	1.5 spaces per dwelling unit.
Multi-family and single family attached housing. a. Studio units or 1-bedroom units less than 500 sq. ft b. 1-bedroom units 500 sq. ft. or larger c. 2-bedroom units d. 3-bedroom or greater units e. Retirement complexes for seniors 55-years or greater f. Visitor Parking	a. 1space/unit. b. 1.50 spaces/unit. c. 1.75 spaces/unit. d. 2 spaces/unit e. 1 space per unit. f. 1 space for every 10 dwellings; no visitor parking requirement for projects with 1-9 dwellings where on-street parking is present.
Rooming and boarding houses, dormitories	2 spaces for each 3 guest rooms, or one per three beds, whichever is more;
Senior housing	Same as for retirement complexes
Manufactured home parks	Same as for single family detached housing.
Accessory dwelling	1 space per unit
Bed and Breakfast	2 spaces plus one space for each bedroom offered as lodging
<i>Commercial Uses</i>	
Auto, boat or trailer sales, retail nurseries and similar bulk retail uses	1 space per 1,000 square feet of the first 10,000 square feet of gross land area; plus one space per 5,000 square feet for the excess over 10,000 square feet of gross land area; and one space per two employees.
Business, general retail, personal services	General - 1 space for 350 square feet of gross floor area. Furniture and appliances - one space per 750 square feet of gross floor area.
Vehicle Servicing or Vehicle Repair	2 spaces per service stall
Chapels and mortuaries	1 space per 4 fixed seats in the main chapel or one space per 300 sq ft of floor area, whichever is greater
Hotels and motels	1 space for each guest room, plus 1 space for the manager or one space per 300 sq ft floor area, whichever is greater
Offices	Medical and Dental Offices - 1 space per 350 square feet of gross floor area;
General Offices	1 space per 450 square feet of gross floor area.

Table 3.4.120.A - Vehicle Parking - Minimum Standards Option

Use	Parking Standard
Restaurants, bars, ice cream parlors and similar uses	1 space per four seats or one space per 100 sq. ft. of gross leasable floor area, whichever is less.
Theaters, auditoriums, stadiums, gymnasiums, similar uses.	1 space per 4 seats.
Bowling Alley, Dance Hall, Skating Rink	3 spaces per lane or 1 space per 100 square feet of floor area, whichever is greater.
<i>Industrial Uses</i>	
Industrial uses, except warehousing	1 space per 2 employees on the largest shift or for each 700 square feet of gross floor area, whichever is less, plus 1 space per company vehicle
Warehousing	1 space per 1,000 square feet of gross floor area or for each 2 employees, whichever is greater, plus 1 space per company vehicle.
Mini-warehouse and storage	Two spaces, plus adequate space for loading and unloading.
Public utilities (gas, water, telephone, etc.), not including business offices	1 space per 2 employees on the largest shift, plus 1 space per company vehicle; a minimum of two spaces is required.
<i>Public and Institutional Uses</i>	
Child care centers having 13 or more children	1 space per 2 employees; a minimum of 2 spaces is required.
Churches and similar places of worship.	1 space per every 100 square feet of combined sanctuary and school space (includes accessory uses).
Golf courses, except miniature	8 spaces per hole, plus additional spaces for auxiliary uses set forth in this section. Miniature golf courses -4 spaces per hole.
Hospitals	2 spaces per patient bed.
Nursing and convalescent homes.	1 space per 3 patient beds.
Rest homes, homes for the aged, or assisted living	1 space per 2 patient beds or 1 space per apartment unit.
Schools, elementary and junior high	1 ½ space per classroom, or the requirements for public assembly areas as set forth herein, whichever is greater.
High schools	1 ½ spaces per classroom, plus 1 space per 10 students the school is designed to accommodate, or the requirements for public

Table 3.4.120.A - Vehicle Parking - Minimum Standards Option

Use	Parking Standard
	assembly as set forth herein, whichever is greater.
Colleges, universities and trade schools	1 ½ spaces per classroom, plus 1 space per 5 students the school is designed to accommodate, plus requirements for on-campus student housing.
<i>Unspecified Uses and Parking Demand Study Option</i>	
Where a use is not specifically listed in this table, or an alternative parking standard is proposed, parking requirements shall be determined based on a parking demand study and/or by finding that a use is similar to one or more use(s) listed in terms of parking needs.	Similar Use Ruling/City Planner Code Interpretation

- B. On-Street Parking Credit.** The amount of off-street parking required shall be reduced by one (1) off-street parking space for every on-street parking space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, except that angled parking may be allowed in the downtown commercial (C-1) zone. The following constitutes an on-street parking space:

1. Parallel parking, each twenty-four (24) feet of uninterrupted curb;
2. Forty-five (45) or sixty (60) degree diagonal, each with eighteen (18) feet of curb;
3. Ninety (90) degree (perpendicular) parking, each with ten (10) feet of curb;
4. Curb space must be connected to the lot which contains the use;
5. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and
6. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted.

C. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Section 2.7.130 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). (See also, section 3.2, Access and Circulation).

2. Off-site parking. Except for single family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within one thousand three hundred and twenty (1,320) feet of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.
3. Mixed uses. If more than one (1) type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.
4. Shared parking. Required parking facilities for two (2) 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 (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.
5. Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of section 3.7.

D. Exceptions and Reductions to Off-street Parking. Applicants may reduce vehicle parking minimum requirements below the minimum off-street parking standards required in Table 3.4.120.A as provided below:

1. Commercial Uses within the downtown commercial zone (C-1): Allow up to a 30 percent reduction to the standard to the standard number of automobile spaces;
2. Site has a bus stop with 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;
3. 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;
4. Site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces;

5. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 5 percent reduction to the number of automobile parking spaces.

E. Maximum Number of Parking Spaces. The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this section by more than thirty (30) percent. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, may not apply towards the maximum number of allowable spaces. Parking spaces provided through “shared parking” also do not apply toward the maximum number.

F. Parking Area Dimensions. Minimum dimensions for parking spaces:

1. Motor vehicle parking spaces shall measure eight (8) feet six (6) inches wide by eighteen (18) feet long or by sixteen (16) feet long, with not more than a two (2) foot overhang when allowed;
2. All parallel motor vehicle parking spaces shall measure eight (8) feet six (6) inches by twenty-two (22) feet;
3. End spaces for motor vehicles shall provide a three (3) foot maneuvering area. (See figure 3.4.120E, below);
4. Parking area layout shall conform to the dimensions in Figure 3.4.120E below;
5. Parking areas shall conform to ADA standards for parking spaces (dimensions, van accessible parking spaces, etc.). Parking structure vertical clearance, van accessible parking spaces, should refer to federal ADA guidelines; and
6. Bicycle parking shall be on a two (2) feet by six (6) feet minimum concrete pad per bike, or within a garage or patio of residential use.

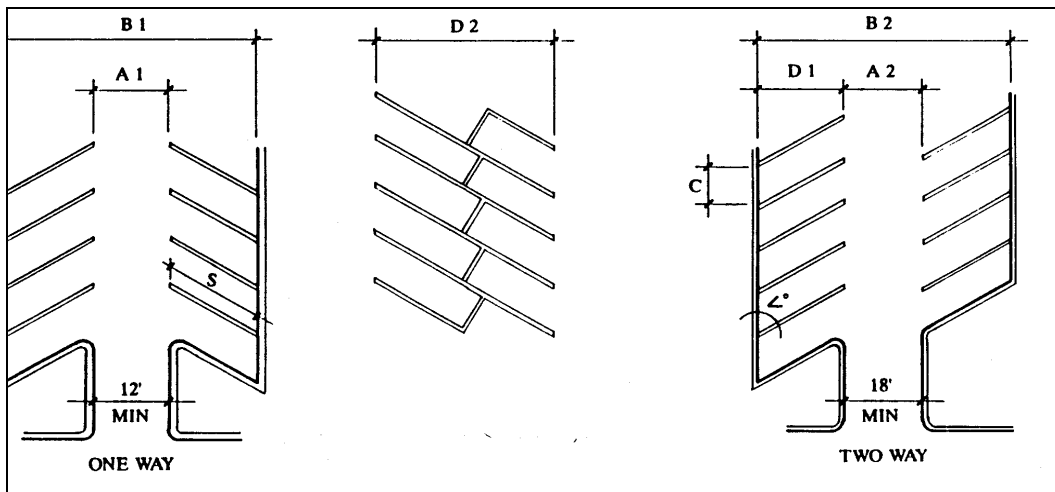


Figure 3.4.120E Parking Area Dimensions

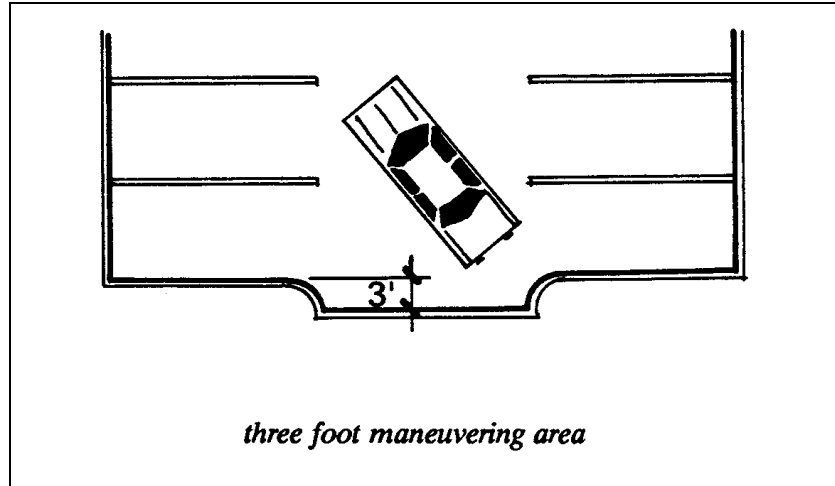


Figure 3.4.120E (Continued) Parking Area Dimensions

Table 3.4.120E: Parking Area Layout									
Standard Space	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"

- G. Important cross-references.** See also, chapter 2, Zoning Districts; section 3.2, Access and Circulation; and section 3.3, Landscaping, Street Trees, Fences and Walls.

3.4.130 Bicycle Parking Requirements. All uses that are subject to site plan review shall provide bicycle parking, in conformance with the following standards, which are evaluated during site plan review:

- A. Number of Bicycle Parking Spaces.** A minimum of two (2) bicycle parking spaces per use is required for all uses with greater than ten (10) vehicle parking spaces. The following additional standards apply specific types of development:

1. Multi-Family Residences. Every residential use of five (5) or more dwelling units provides at least one (1) sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
2. Parking Lots. All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every ten (10) motor vehicle parking spaces.
3. Schools. Elementary and middle schools, both private and public, provide one bicycle parking space for every ten (10) students and employees. High schools provide one bicycle parking space for every five (5) students and employees. All spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
4. Colleges and Trade Schools. Colleges and trade schools provide one bicycle parking space for every ten (10) motor vehicle spaces plus one (1) space for every dormitory unit. Fifty (50) percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
5. Downtown Commercial (C-1) Zone. Within the C-1 zone, bicycle parking for customers shall be provided along the street at a rate of at least one (1) space per use. Individual uses may provide their own parking, or spaces may be clustered to serve up to six (6) bicycles. Bicycle parking spaces should be located in front of the stores along the street, either on the sidewalks or in specially constructed areas such as pedestrian curb extensions. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least thirty-six (36) inches between bicycles and other existing and potential obstructions. Customer spaces may or may not be sheltered. When provided, sheltered parking (within a building, or under an eave, overhang, or similar structure) should be provided at a rate of one space per ten (10) employees, with a minimum of one (1) space per store. Bicycle rack design shall be subject to review and approval by the city engineer of record.
6. Multiple Uses. For buildings with multiple uses (such as a commercial or mixed-use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development.

B. Exemptions. This section does not apply to single family, two (2) family, and three (3) family housing (attached, detached or manufactured housing), home occupations, agriculture and livestock uses, or other developments with fewer than ten (10) vehicle parking spaces.

- C. **Location and Design.** Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one (1) building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, street lights, planters and other pedestrian amenities.
- D. **Visibility and Security.** Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.
- E. **Options for Storage.** Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.
- F. **Lighting.** Bicycle parking shall be least as well lit as vehicle parking for security.
- G. **Reserved Areas.** Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
- H. **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall located so as to not conflict with vision clearance standards (section 3.2 Access and Circulation).

Section 3.5

INFRASTRUCTURE STANDARDS

- 3.5.100 **Purpose and Applicability.**
 - A. **Purpose.** This section provides planning and design standards for transportation, sewer, water, and storm drainage infrastructure.
 - B. **When Standards Apply.** All development shall be served with adequate infrastructure including transportation, sewer, water, and storm drainage, in conformance with this section and consistent with the city's engineering design criteria.
 - C. **Standard Specifications.** The city of Sutherlin general engineering requirements and standard specifications for street, storm drain, sewer, and waterline construction are incorporated in this code by reference.
 - D. **Conditions of Development Approval.** No development may occur unless required public infrastructure is in place or guaranteed, in conformance with the provisions of this code. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact.
- 3.5.110 **Transportation Standards.**
 - A. **Purpose.** The purpose of this section is to implement the Transportation System Plan (including the Interchange Area Management Plan, which

was incorporated into the TSP in April 2009) and protect the investment of the City, the County, and ODOT in the public street system. Upon dedication of streets to the public, the City accepts maintenance responsibility for the street. Failure to meet City standards may place an undue maintenance burden on the public, which may be only marginally benefited by the street improvement. Variances to street standards must be evaluated in this context.

B. Development Standards. No development shall occur unless the development has frontage onto or approved access from a public street, in conformance with the provisions of section 3.2, Access and Circulation, and the following standards are met:

1. Private streets shall not be permitted, except as approved by a PUD. In approving a private street as part of a PUD, the city must find that construction of a public street is impracticable, and the street will be constructed to a standard that approximates the city standards for public streets, except as modified to address physical site constraints. The city shall not be responsible for maintaining or improving any private street.
2. Streets within and/or adjacent to a development shall be improved in accordance with the comprehensive plan, transportation system plan and the provisions of this section, as determined by the city.
3. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable City, County or ODOT jurisdiction.
4. New streets and private streets shall be paved.
5. The city may accept a future improvement guarantee (e.g., owner signs and records a city approved agreement to participate in local improvement assessment) in lieu of street improvements if one (1) or more of the following conditions exist:
 - a. A partial improvement may create a potential safety hazard to motorists or pedestrians;
 - b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;
 - c. The improvement would be in conflict with an adopted capital improvement plan;
 - d. Requiring the applicant to bear the full cost of improvement would exceed the rough-proportionality standard in section 3.5.100D; or
 - e. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

- C. Creation of Rights-of-Way for Streets and Related Purposes.** Streets shall be created through the approval and recording of a final subdivision or partition plat, or quit claim deed, provided that the street is deemed essential by the city for the purpose of implementing the comprehensive plan / transportation system plan, and the deeded right-of-way conforms to the standards of this code. All deeds of dedication shall be in a form prescribed by the city and shall name "the public," as grantee.
- D. Creation of Access Easements.** Access easements are only allowed with a private street or drive meeting city standards for one single family unit. Access easements are discouraged in all residential districts, unless they are an integral part of a PUD, or required by the city for access management reasons (i.e., shared driveways along arterial streets). The city may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with section 3.2.110 (K).
- E. Street Location, Width and Grade.** Except as noted below, the location, width and grade of all streets shall conform to the transportation system plan, as applicable; and an approved street plan or subdivision plat. Street location, width and grade 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:
1. Street grades shall be approved by the city, in accordance with the design standards in subsection N, below; and
 2. Where the location of a street is not shown in an existing street plan (see subsection H), the location of streets in a development shall either:
 - a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this section; or
 - b. Conform to a street plan adopted by the city council, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.
- F. Minimum Rights-of-Way and Street Sections.** Street rights-of-way and improvements shall be the widths in Table 3.5.110. A variance shall be required in conformance with section 5.2.120 to vary the standards in Table 3.5.110. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:
1. Street classification in the comprehensive plan/transportation system plan;
 2. Anticipated traffic generation;
 3. On-street parking needs;

4. Sidewalk and bikeway requirements based on anticipated level of use;
5. Requirements for placement of utilities;
6. Street lighting;
7. Minimize drainage, slope, and wetland impacts;
8. Street tree location, as provided for in section 3.3;
9. Protection of significant vegetation, as provided for in section 3.3;
10. Safety and comfort for motorists, bicyclists, and pedestrians;
11. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
12. Access needs for emergency vehicles; and
13. Transition between different street widths (i.e., existing streets and new streets), as applicable.

Table 3.5.110F – Street and Pathway Design Standards

TYPE OF STREET	AVE. DAILY TRIPS (ADT)	RIGHT OF WAY WIDTH	MINIMUM CURB-TO- CURB PAVE- MENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB on both sides	PLANT- ING STRIP on both sides	SIDE- WALKS on both sides
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANE on both sides	ON- STREET PARK- ING			
MAJOR ARTERIAL		80' – 100'	52'	12'	14'	7'	N/A	6"	8'	6'
MINOR ARTERIAL		60' – 72'	42'	12'	12'	6'	N/A	6"	N/A	6'
MINOR ARTERIAL - DOWNTOWN		80'	48'	11'	12'	N/A	7'	6"	N/A	15'
MAJOR COLLECTOR		48' - 60'	36'	12'	N/A	6'	N/A	6"	N/A	6'
MAJOR COLLECTOR – BUFFERED BIKE LANES		52' – 64'	40'	12'	N/A	8'	N/A	6"	N/A	6'
MAJOR COLLECTOR – STANDARD		48' – 60'	36'	12'	N/A	6'	N/A	6"	N/A	6'
MINOR COLLECTOR – STANDARD		52' – 64'	36'	11'	N/A	7'	N/A	6"	7'	6'
MINOR COLLECTOR – PARKING ON BOTH SIDES		52' – 64'	40'	12'	N/A	N/A	8'	6"	N/A	6'
LOCAL RESIDENTIAL		48' – 64'	36'	11'	N/A	N/A	7'	6"	N/A	6'
LOCAL – NO PARKING		34' – 50'	22'	11'	N/A	N/A	N/A	6"	N/A	6'

Table 3.5.110F – Street and Pathway Design Standards

TYPE OF STREET	AVE. DAILY TRIPS (ADT)	RIGHT OF WAY WIDTH	MINIMUM CURB-TO-CURB PAVEMENT WIDTH	WITHIN CURB-TO-CURB AREA				CURB on both sides	PLANT-ING STRIP on both sides	SIDE-WALKS on both sides
				MOTOR VEHICLE TRAVEL LANES	MEDIAN AND/OR CENTER TURN LANE	BIKE LANE on both sides	ON-STREET PARK-ING			
FLAG LOT ACCESS ¹		25'	20'	N/A	N/A	N/A	None	None	None	None
ALLEYS	N/A	16' - 20'	12'-16' paved width, 2' strip on both sides	NA	NA	NA	None	None	None	None
ACCESSWAYS & MULTI-USE PATHS	N/A	10' - 18'	6'-12' paved width, 2'-4' strips on both sides	NA	NA	NA	None	None	None	None

¹ Hardscape planting strip with tree wells shall be used in commercial and mixed-use development areas (where on-street parking is provided);

² 6' sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas;

³ Bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (less than 25 mph) streets;

⁴ Option for residential street and/or Parkway with sidewalks or pathways separated from roadway by drainage swale (no curb). Sidewalk installation may not be required on some existing local streets without sidewalks when existing and future traffic volumes are low; e.g., less than 500 ADT, or 10 dwellings and no sidewalk connection can be made.

⁵ See 3.2.110 (Q)

Table 3.5.110F provides a summary of key street characteristics, design criteria, and applications.

Figure -1. Major Arterial

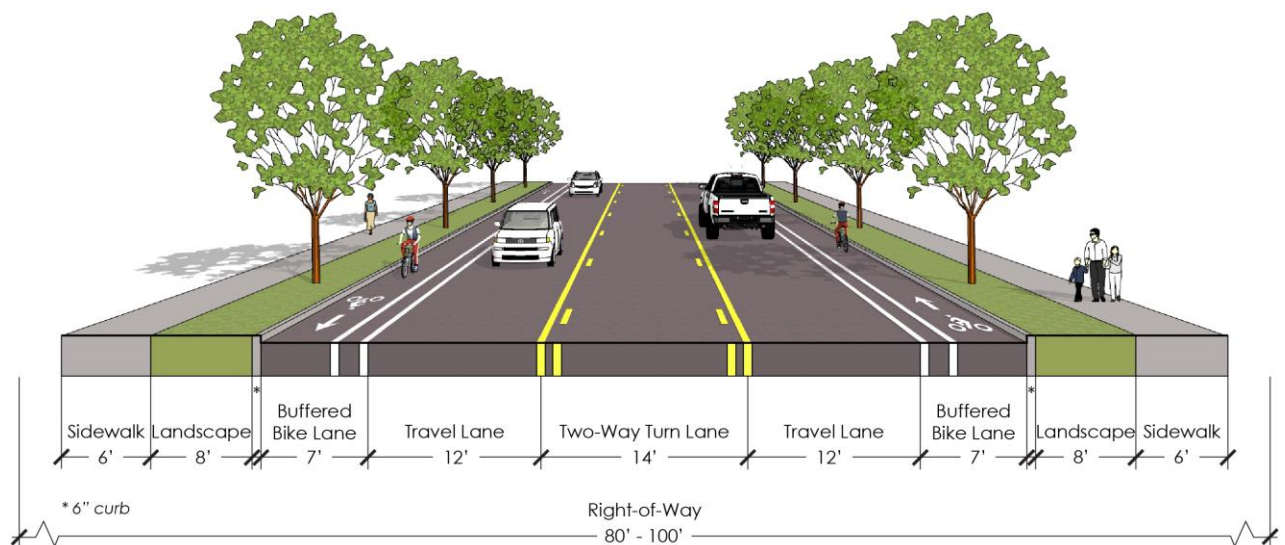


Figure -2. Minor Arterial

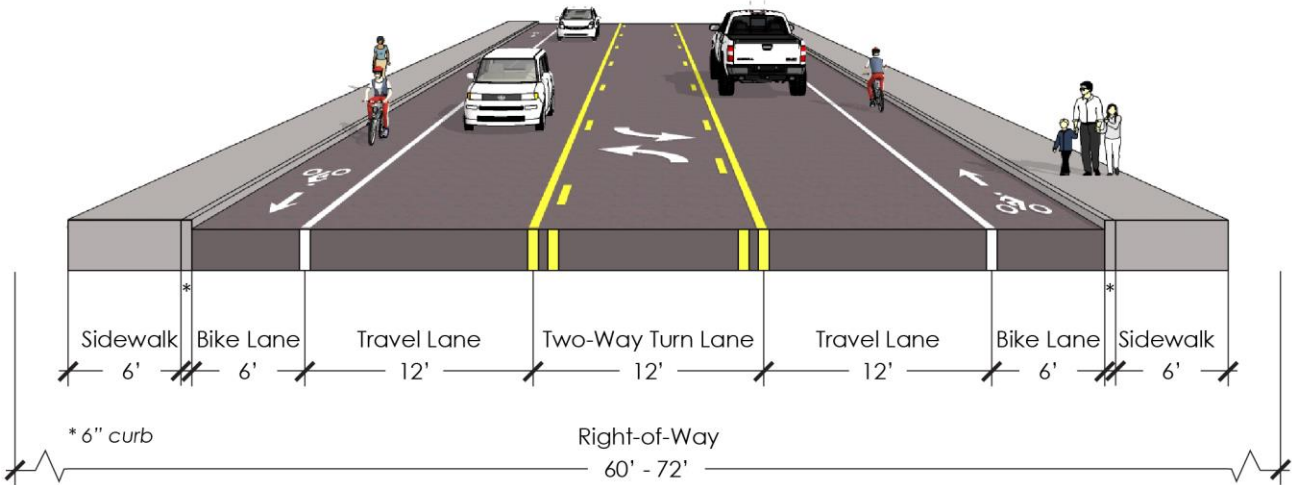


Figure -3. Minor Arterial - Downtown

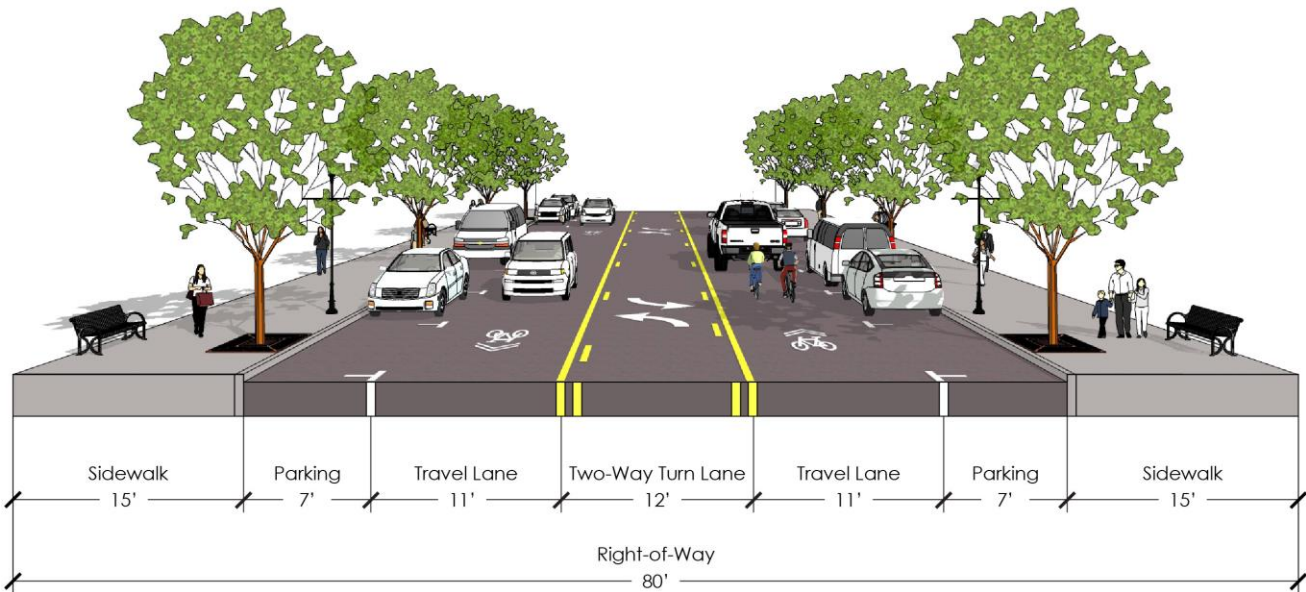


Figure -4. Major Collector

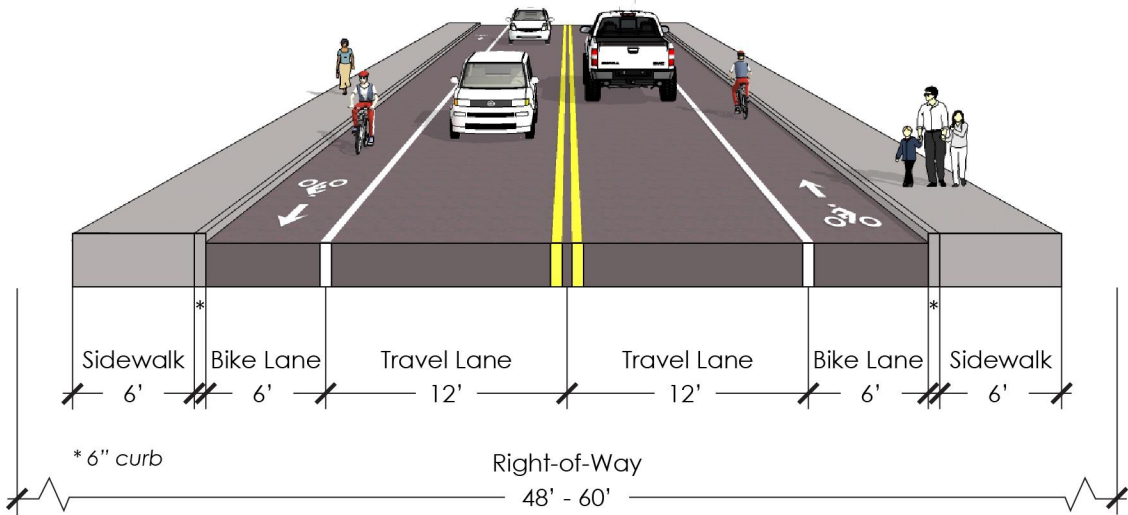


Figure -5. Major Collector – Buffered Bike Lanes

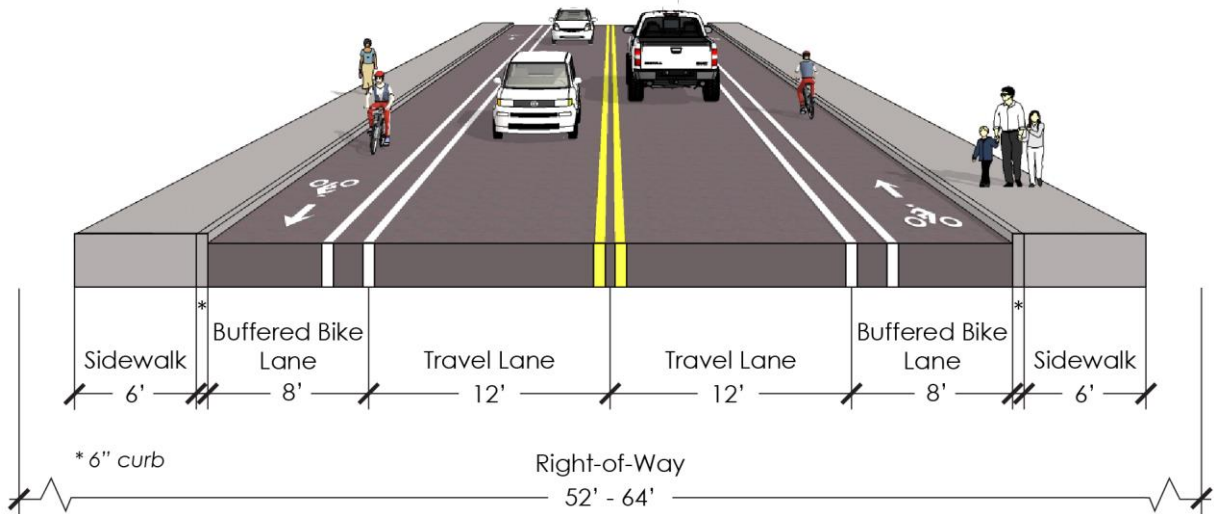


Figure -6. Major Collector - Standard

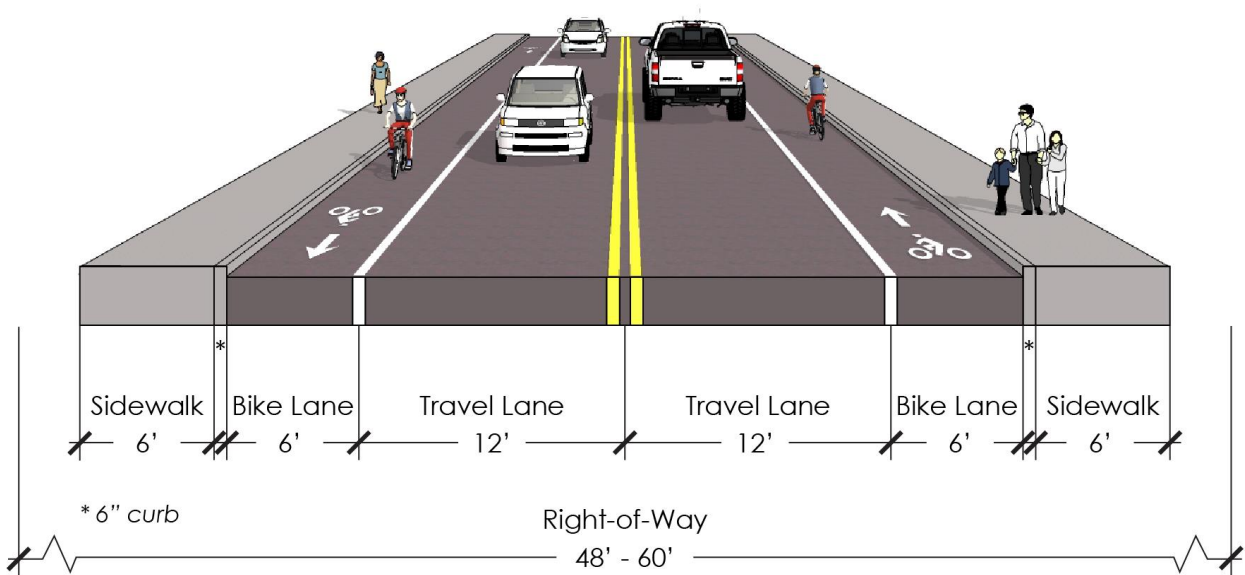


Figure -7. Minor Collector - Standard

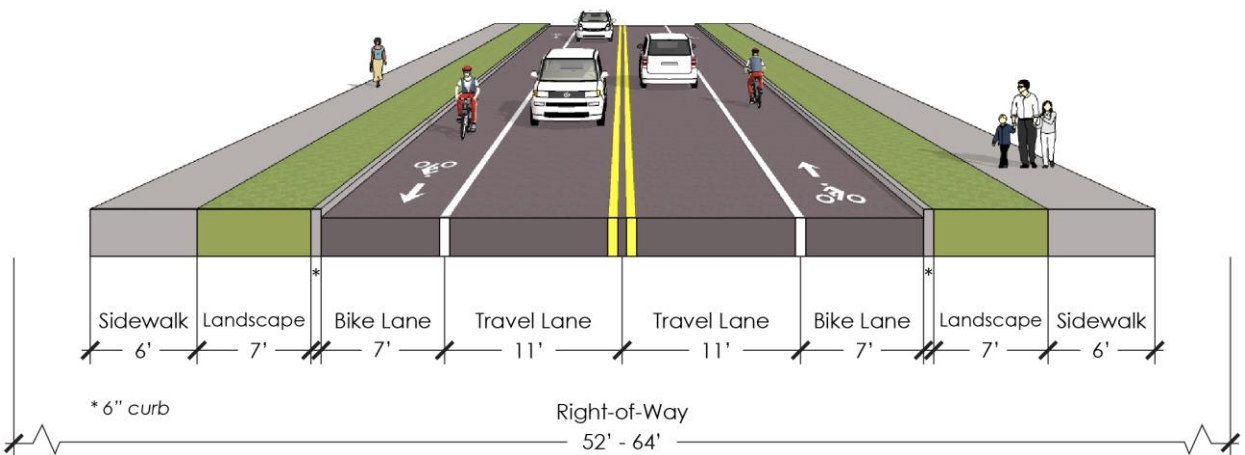


Figure -8. Minor Collector – Parking Both Sides

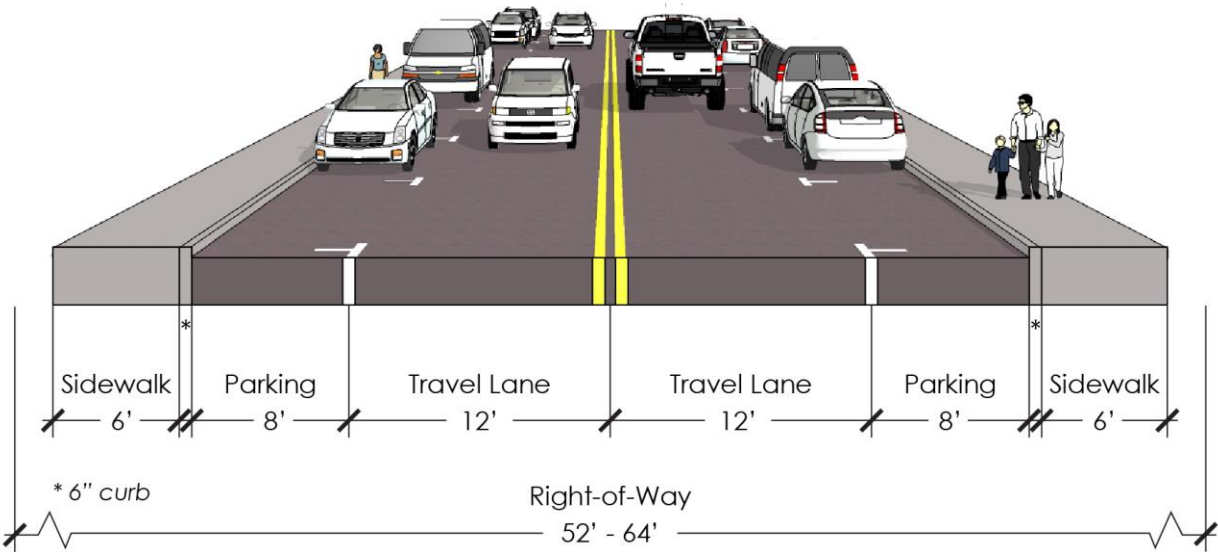


Figure -9. Parkway

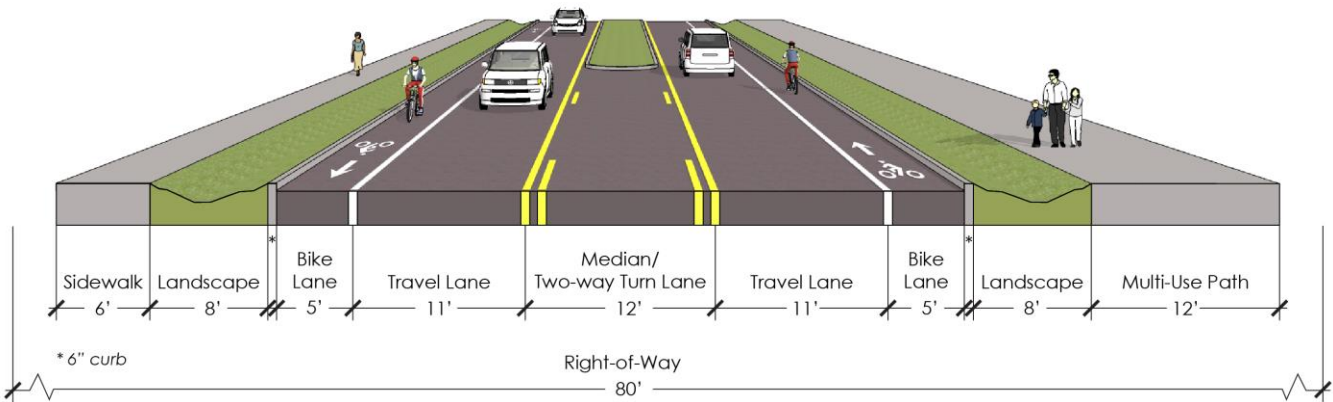


Figure -10. Local Residential Street

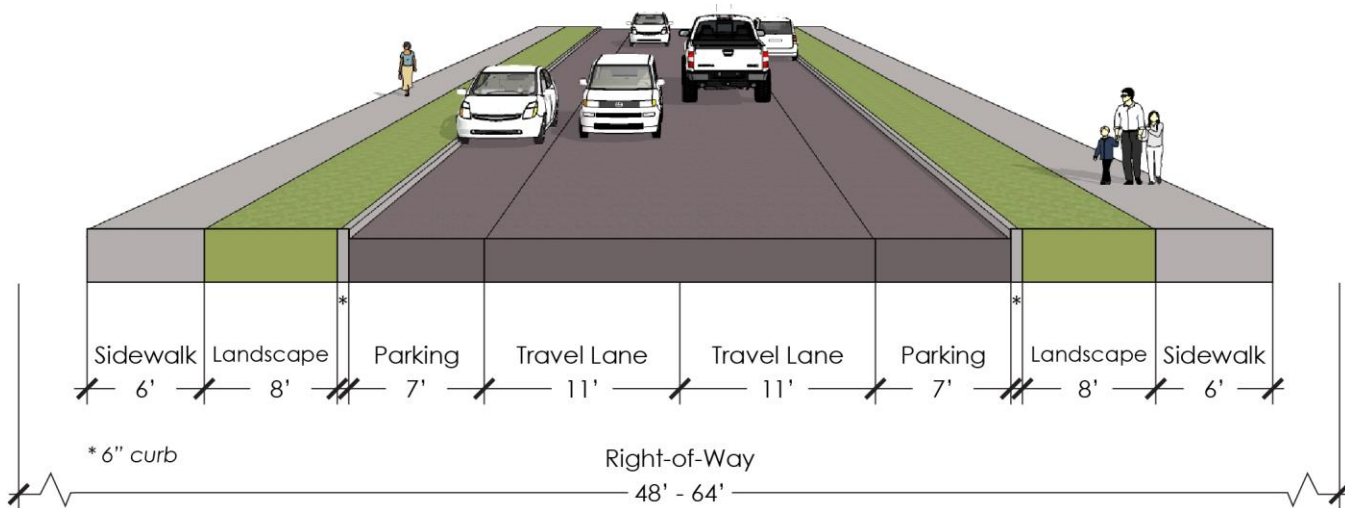


Figure -11. Local Residential Street – No Parking

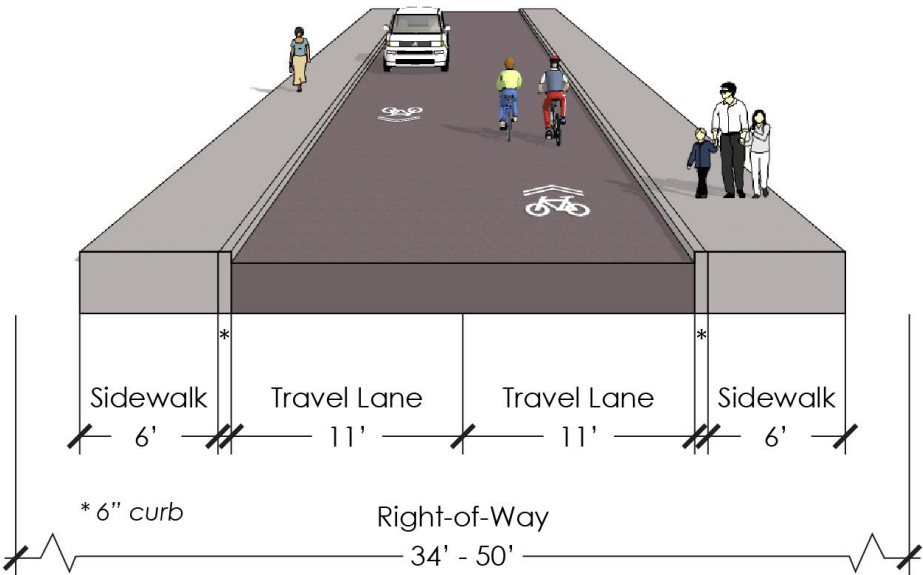
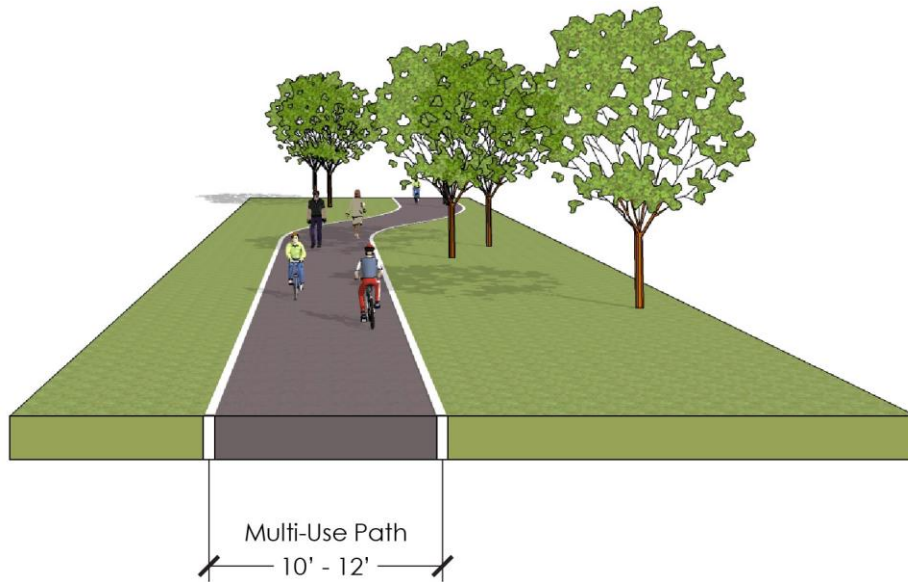


Figure – 12 – Multi-Use Path



- G. Traffic Signals.** Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the highway capacity manual, and manual of uniform traffic control devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's financial contribution (i.e., cost estimate and/or pro rata percentage of cost if shared among multiple parties) toward the required improvement and the timing of improvements shall be included as a condition of development approval.
- H. Future Street Plan and Extension of Streets.**

1. The City shall require the submittal of a future street plan in conjunction with an application for a subdivision or partition when the subject request could affect development of the city's future street system. The purpose of the future street plan is to facilitate orderly development of an interconnected street system, provide greater certainty to the city and neighboring property owners, and allow for future growth in conformance with the comprehensive plan and transportation system plan. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other parcels within six hundred (600) feet surrounding and adjacent to the proposed land division. The street plan is not binding; rather it is intended to show potential future street extensions with future development.
2. Streets shall be extended to the boundary lines of the parcel or tract to be developed, when the city determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. Developers are encouraged to also install conduits for other utilities in coordination with those utilities. The point where the streets temporarily end shall conform to a-c, below:
 - a. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.
 - b. A reflective barricade (e.g., fence, bollards, or similar vehicle barrier) shall be constructed at the end of the street by the partitioner or subdivider and shall not be removed until authorized by the city or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in the street construction cost.
 - c. Temporary turnarounds (e.g., hammerhead or bulb-shaped configuration) shall be constructed for stub streets over 150 feet in length.

I. Street Alignment and Connections.

1. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that jogs of less than three hundred (300) feet on such streets are created, as measured from the centerline of the intersecting streets.
2. Spacing between local street intersections shall have a minimum separation of one hundred twenty-five (125) feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area or similar neighborhood amenity. This standard applies to four-way and three-way (off-set) intersections.

3. All local and collector streets that abut or stub to a development site shall be extended within the site to provide through circulation unless prevented by environmental or topographical constraints, existing development patterns or compliance with other standards in this Code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than fifteen (15) percent for a distance of two hundred fifty (250) feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.
4. Proposed streets or street extensions shall be located to provide direct access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and parks.
5. In order to promote efficient vehicular and pedestrian circulation throughout the city, the design of subdivisions and alignment of new streets shall conform to the following standards in Section 3.2, Access and Circulation. The maximum block length shall not exceed:
 - a. Residential districts – Six hundred (600) feet;
 - b. Commercial districts – Four hundred (400) feet;
 - c. Industrial districts - Not applicable.
 Exceptions to the standards in a-b may be granted when an access way is provided at or near mid-block, in conformance with the provisions of section 3.2.120A.

J. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in Table 3.5.110F, applicable provisions of the transportation system plan, the comprehensive plan, and adopted street plans. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.

K. Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:

1. Streets shall have at least twenty-five (25) feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;
2. Intersections which are not at right angles shall have a minimum corner radius of twenty (20) feet along the right-of-way lines of the acute angle; and
3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than twenty (20) feet.

- L. Existing Rights-of-Way.** Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of partition, subdivision, or development, subject to the provision of section 3.5.100D.
- M. Cul-de-sacs.** A dead-end street shall be no more than four hundred (400) feet long, and shall only be used when open space (e.g., street ends at park or greenway), environmental, or topographical constraints; existing development patterns; or compliance with other standards in this code preclude street extension and through circulation. Such dead-end-street shall conform to all of the following standards:
 - 1. The city may require a dead-end or cul-de-sac street to stub to the outer property line of the development when future street extension may be possible through redevelopment of an adjacent property (e.g., existing development on adjacent property could redevelop and allow extension in foreseeable future).
 - 2. All cul-de-sacs exceeding one hundred fifty (150) feet shall terminate with a circular and hammer-head turnarounds shall be consistent with the requirements of the Oregon Uniform Fire Code, Section 503, Appendix D [Fire Apparatus Access Roads]; and
 - 3. 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.
- N. Grades and Curves.** Grades shall not exceed ten (10) percent on arterials, twelve (12) percent on collector streets, or twelve (12) percent on any other street (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet) when approved by the city engineer, and:
 - 1. Curb radii shall not be less than seven hundred (700) feet on arterials, five hundred (500) feet on major collectors, three hundred fifty (350) feet on minor collectors, or one hundred (100) feet on other streets; and
 - 2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization shall provide a landing averaging five percent or less. Landings are that portion of the street within twenty (20) feet of the edge of the intersecting street at full improvement.
- O. Curbs, Curb Cuts, Ramps, and Driveway Approaches.** Concrete curbs, curb cuts, wheelchair and bicycle ramps, and driveway approaches shall be constructed in accordance with standards specified in section 3.2 , Access and Circulation.
- P. Streets Adjacent to Railroad Right-of-Way.** Wherever the proposed development contains or is adjacent to a railroad right-of-way, a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land shall be created. New railroad crossings and modifications to existing crossings are subject to review and approval by ODOT. The city will coordinate with ODOT on

such requests.

- Q. **Development Adjoining Arterial Streets.** Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:
 1. A parallel access street along the arterial with a landscape buffer separating the two (2) streets;
 2. Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in Section 3.2.110G;
 3. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial;
 4. Other treatment suitable to meet the objectives of this subsection; or
 5. If a lot has access to two (2) streets with different classifications, primary access shall be from the lower classification street, in conformance with section 3.2.110.
- R. **Alleys, Public or Private.** Alleys shall conform to the standards in Table 3.5.110.F. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.
- S. **Private Streets.** Private streets shall not be permitted, except as approved by a PUD. In approving a private street as part of a PUD, the city must find that construction of a public street is impracticable, and the street will be constructed to a standard that approximates the city standards for public streets, except as modified to address physical site constraints. The city shall not be responsible for maintaining or improving any private street. Such streets shall not be used to avoid required connections with public streets or avoid compliance with maximum block length standards in section 3.2.110, Access and Circulation. Gated communities (i.e., where a gate limits access to a development from a public street) are prohibited. Design standards for private streets shall conform to the provisions of Table 3.5.110.F.
- T. **Street Names.** No street name shall be used that duplicates or could be confused with the names of existing streets in the vicinity of the city, except for extensions of existing streets. Street names, signs and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers. Street names shall conform to section 12.24, as amended, of the Sutherlin Municipal Code.
- U. **Filed Street Survey and Survey Monuments Required.** 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 shall be reestablished and protected and required street survey(s) have been filed.

- V. **Street Signs.** The city, county or county with jurisdiction shall install all signs for traffic control and street names. 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.

- W. **Mail Boxes.** Plans for mail boxes to be used shall be approved by the United States Postal Service.

- X. **Street Light Standards.** Street lights shall be installed in accordance with city standards.

- Y. **Street Cross-Sections.** The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway.
 - 1. Sub-base and leveling course shall be of select crushed rock;
 - 2. Surface material shall be of Class C or B asphaltic concrete;
 - 3. The final lift shall be Class C asphaltic concrete as defined by A.P.W.A. standard specifications; and
 - 4. No lift shall be less than one and one half (1 ½) inches in thickness.

- Z. **Traffic Impact Studies.** The following provisions establish when a proposal must be reviewed for potential transportation impacts; when a Traffic Impact Study (TIS) must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a TIS; and who is qualified to prepare the analysis.
 - 1. When a Transportation Impact Study (TIS) is required. The City or other road authority with jurisdiction may require a TIS as part of an application for development, a change in use, or a change in access. A TIS shall be required where a change of use or a development would involve one or more of the following:
 - a. A change in zoning or a plan amendment designation;
 - b. Operational or safety concerns documented in writing by a road authority;
 - c. An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more;
 - d. An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;
 - e. The development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the PM peak operating hour.
 - f. The development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high crash locations or areas that contain

- a high concentration of pedestrians or bicyclists such as school zones.
 - g. 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;
 - h. 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; or
 - i. A TIS required by ODOT pursuant to OAR 734-051.
 - 2. TIS Preparation. The TIS shall be prepared by a professional engineer with competence in traffic engineering, licensed in the State of Oregon. If the TIS identifies level of service conditions less than the minimum standard established in the Transportation System Plan, improvements and funding strategies mitigating the problem shall be considered concurrent with the development proposal.
 - 3. Approval Criteria. The TIS shall be reviewed according to the following criteria:
 - a. The analysis complies with the content requirements set forth by the City and/or other road authorities as appropriate;
 - b. The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the road authority;
 - c. For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the SDC and TSP, and includes identification of multi-modal solutions used to meet these standards, as needed; and
 - d. Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the SDC and TSP.
 - 4. Conditions of Approval.
 - a. The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.

- b. Construction of off-site improvements, including those related to bicycle and pedestrian facilities, may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.
- c. Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution to traffic signals; and/or construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.
- d. 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 transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

3.5.120 Public Use Areas.

A. Dedication Requirements.

- 1. Where a proposed park, open space, playground, public facility, or other public use shown in a plan adopted by the city is located in whole or in part in a partition or subdivision, the city may require the dedication or reservation of this area on the final plat for the partition or subdivision.
- 2. If determined by the planning commission to be in the public interest in accordance with adopted comprehensive plan policies, and where an adopted plan of the city does not indicate proposed public use areas, the city may require the dedication or reservation of areas within the subdivision of a character, extent and location suitable for the development of parks and other public uses.
- 3. All required dedications of public use areas shall conform to section 3.5.100D regarding conditions of approval and proportionality of exactions.

B. Acquisition by Public Agency. If the developer is required to reserve land area for a park, playground, or other public use, the land shall be conveyed to a public agency or other entity approved by the city for management and maintenance within twelve (12) months of final plat approval, or the reservation shall be released to the property owner.

C. System Development Charge Credit. Dedication of land to the city for public use areas shall be eligible as a credit toward any required system development charge for transportation, parks, water, sewer, or storm water, as applicable.

3.5.130 Sanitary Sewer and Water Service Improvements.

- A. **Sewers and Water Mains Required.** Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the city's construction specifications and the applicable comprehensive plan policies.
 - B. **Sewer and Water Plan Approval.** Development permits for sewer and water improvements shall not be issued until the city engineer of record, has approved all sanitary sewer and water plans in conformance with city standards.
 - C. **Over-sizing.** Proposed sewer and water systems shall be sized to accommodate additional development within the area as projected by the comprehensive plan. The developer shall be entitled to system development charge credits for the over-sizing.
 - D. **Permits Denied.** Development permits may be restricted by the city through moratoria, in conformance with ORS 197.505, 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 county or federal standards pertaining to operation of domestic water and sewerage treatment systems.
- 3.5.140 Storm Drainage.**
- A. **General Provisions.** The city shall issue a development permit only where adequate provisions for storm water and flood water runoff have been made.
 - B. **Accommodation of Upstream Drainage.** Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development, in conformance with the city's storm drainage master plans. Such facilities shall be subject to review and approval by the city engineer of record.
 - C. **Effect on Downstream Drainage.** The effect on downstream drainage shall be evaluated in all project proposals, and all projects shall conform to the storm drainage master plan. Where it is anticipated by the city 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 storage of additional runoff caused by the development in accordance with city standards.
 - D. **Easements.** Where a development is traversed by a watercourse, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way provided for conveyance of storm water. The easement shall be subject to review and approval by the city engineer and shall include at a minimum the watercourse and such further width as will be adequate for conveyance and maintenance.
 - E. **Certification of No Impact to Neighboring Property.** Developers shall

submit a stamped certification by a licensed engineer stating that the rate of storm water drainage during and after development will not increase as a result of the proposed development. The certification shall further state that the developer will adhere to all applicable storm drainage, grading, erosion, and sediment control requirements. The city may impose conditions of approval and/or require submittal of engineered plans that demonstrate there will be no impact to neighboring properties.

3.5.150 Utilities.

- A. Underground Utilities.** Except where above-ground utility lines already exist, all new or relocated utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground. This requirement does not apply to surface mounted connection boxes and meter cabinets, temporary utility service facilities during construction, and high capacity electric lines operating at fifty thousand (50,000) volts or above. In order to facilitate underground placement of utilities as required by this section, the following additional standards apply to all new subdivisions:
 1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic (section 3.2);
 2. The city reserves the right to approve the location of all surface mounted facilities;
 3. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and
 4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.
- B. Easements.** Easements shall be provided for all underground utility facilities.
- C. Exception to Under-Grounding Requirement.** Pursuant to a Type II process, an exception to the under-grounding requirement may be granted due to physical constraints, such as steep topography, sensitive lands or existing development conditions.

3.5.160 Easements. Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions. See also, section 4.3 Development Review and Site Plan Review, and chapter 4.4 Land Divisions and Lot Line Adjustments. The developer or applicant shall make arrangements with the city, the applicable district and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The city's standard minimum width for public

main line utility easements shall be fifteen (15) feet unless otherwise specified by the utility company, applicable district, or city engineer of record.

3.5.170 Construction Plan Approval and Assurances. No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements shall be undertaken except after the plans have been approved by the city, permit fee paid, and permit issued. The permit fee shall be set by

city council. The city may require the developer or subdivider to provide bonding or other performance guarantees to ensure completion of required public improvements. See also, section 4.3 Development Review and Site Plan Review, and section 4.4 Land Divisions and Lot Line Adjustments.

3.5.180 Installation.

- A. Conformance Required.** Improvements installed by the developer either as a requirement of these regulations or at his/her own 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's general engineering requirements and standard specifications and the Oregon Chapter A.P.W.A. standard specifications shall be a part of the city's adopted installation standard(s). Where conflict occurs, the A.P.W.A standards shall prevail. Other standards may also be required upon recommendation of the city engineer of record.
- C. Commencement.** Work shall not begin until the city has been notified in advance.
- D. Resumption.** If work is discontinued for more than one (1) month, it shall not be resumed until the city is notified.
- E. Engineer's Certification and As-Built Plans.** A registered civil engineer (or as appropriate) licensed in Oregon 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 acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two (2) set(s) of "as-built" plans, in conformance with the city engineer's specifications, for permanent filing with the city.
- F. City Inspection.** Improvements shall be constructed under the inspection and to the satisfaction of the city. The city may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to review and approval under section 4.7, Modifications to Approved Plans and Conditions of Approval.

Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.

Section 3.6 [RESERVED]

SECTION 3.7 SIGNS

3.7.100 Purpose. It is the purpose of this section to regulate signs in a manner which recognizes and balances the need for signs with the visual, aesthetic and safety concerns of the community. Such regulation shall include, but not be limited to the placement, number, height and size of signs.

3.7.110 Sign Definitions.

“Awning” means a temporary or removable shelter supported entirely from the exterior wall of a building and composed of non-rigid materials except for the support framework.

“Building face or wall” means all window and wall area of a building on one plane or elevation.

“Business frontage” means the lineal footage of a building or portion thereof, devoted to a specific business or enterprise.

“Change of face/copy” means an existing sign is modified by change of message or design on the sign face, without any change to size or shape of the sign framework or structure, excluding marquee, electronic message boards, menu boards, and approved changeable copy signs.

“Construction Sign” means a sign temporary in nature identifying an approved or permitted construction or development project as described in Section 3.7.270 (D).

“Facade, principal” means the side(s) of the building facing a street.

“Facade, secondary” means any side of a building not facing a street.

“Indirect illumination” means a source of illumination directed toward a sign so that the beam of light falls upon the exterior surface of the sign.

“Roof Sign” means any sign erected upon or extending above or over the eave or roof of any building or structure.

“Shopping Center or Business Complex” means a group of five or more commercial establishments having common parking facilities.

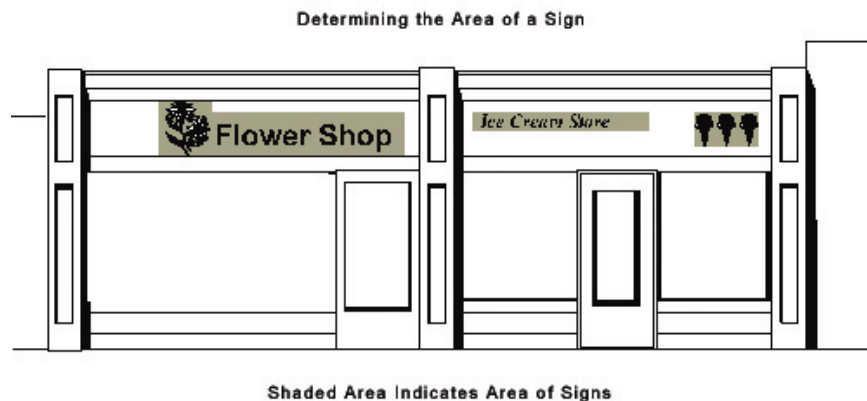
“Sign” any letter, figure, character, marquee, pictorial, picture, logo, trademark, reading matter, or illuminated service which is constructed, placed, attached, painted, erected, fastened, or manufactured in any manner so that it shall be used for the attraction of the public to any place, subject, person, firm, corporation, performance, article, machine, merchandise which is displayed in any manner outdoors. Every sign shall be classified and conform to the requirements of that classification of this code..

“Sign, abandoned” those signs and/or structures not used in conjunction with a business, event, or purpose for more than 90 days.

“Sign, alteration” means any change in the size, shape, method of illumination, position, location, material, construction, or supporting structure of a sign.

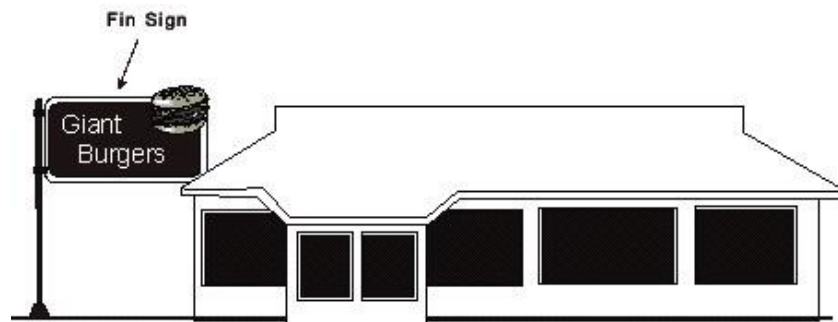
“Sign, area of” means:

1. The area of a ground or projecting sign shall be calculated by adding the outer dimensions of all the faces presenting a sign message. Pole covers, and columns shall not be included in the area of the measurement if they do not bear advertising copy. Double-faced signs will be calculated as one sign only when placed back to back and separated by no more than twenty-four inches.
2. The area of a wall sign without a border shall be computed by enclosing the entire sign within sets of parallel lines touching the outer limits of the sign message.



Sign Area Measurement

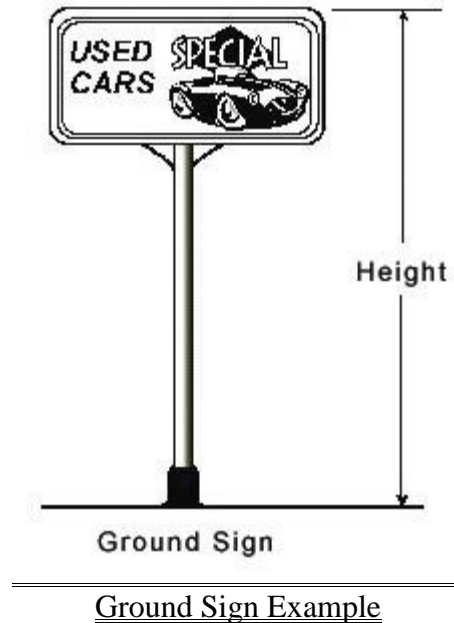
“Sign, fin” means a sign that is supported partly by a pole and partly by a building or structure.



Fin Sign Example

“Sign, flashing” means a sign incorporating intermittent electrical impulses to a source of illumination or revolving in a manner which creates the illusion of flashing, or which changes colors or intensity of illumination. This definition is not to include electronic message signs.

“Sign, ground” means a sign erected on a free-standing frame, mast, or pole and not attached to any building. Also known as a free-standing sign.



“Sign, height of” means the distance measured from the average elevation of the ground adjacent to the structure that the sign is mounted on or nearest public sidewalk or street curb, when such are adjoining the site, to the maximum height of the face of the sign.

“Sign, nonconforming” means an existing sign, lawful at the time of the enactment of this ordinance, which does not conform to the requirements of this code.

“Sign, portable” means any sign not permanently attached to the ground, a building, or other structure.

“Sign, projecting” means all signs other than wall signs, which are attached to and project from a structure or building face, at a ninety (90) degree angle.

“Sign, structure” means the supports, uprights, braces, framework and other structural components of the sign.

“Sign, temporary” means any sign, including supporting structure, to be maintained for a continuous period of less than thirty (30) days.

“Sign, wall” means any sign placed or painted directly against a building with the exposed face of the sign in a plane approximately parallel to the plane of said wall and projects outward from the wall not more than eighteen inches.

“Wall, graphic” means any mosaic, mural, painting, or graphic art technique applied, implanted or placed directly onto a wall and containing no copy, advertising/hallmark symbols, lettering or references to any product, service, or goods sold on or off the premises.

3.7.120 Terminology. Terms used to describe types of signs, such as "freeway sign", "shopping center sign", "construction sign", etc., do not pertain to the content of the sign message, but are intended to refer to the location of the sign or the type of use on the lot where the sign is permitted.

3.7.130 Permits Required; Violation. Except as otherwise provided in this chapter, it shall be unlawful for any person to construct, erect, alter or relocate a sign, or direct an employee or agent to do same within the city without first obtaining a permit for each separate sign from the planning department as required by this chapter.

3.7.140 Exceptions. The provisions of section 3.7 shall not apply to:

- A. Traffic signs and all other signs erected or maintained by a municipal or governmental body or agency, including danger signs, railroad crossing signs, and signs of a non-commercial nature required by public laws, ordinances or statutes;
- B. Temporary decorations or displays celebrating a season or occasion;
- C. Signs on a truck, bus, car, boat, trailer or other motorized vehicle and equipment provided all the following conditions are adhered to:
 - 1. Primary purpose of such vehicle or equipment is not the display of signs.
 - 2. Signs are painted upon or applied directly to an integral part of the vehicle or equipment.
 - 3. Vehicle/equipment is in operating condition, currently registered and licensed to operate on public streets when applicable, and actively used in the daily function of a business/or use.
 - 4. Vehicles and equipment are not used as static displays for more than two (2) days in any location, nor utilized as storage, shelter or distribution points.
 - 5. During periods of inactivity exceeding five workdays, such vehicle/equipment is not so parked or placed that the signs thereon are displayed to the public. Vehicles and equipment engaged in active construction projects and the on-premise storage of equipment and vehicles offered to the general public for rent or lease shall not be subjected to this condition.
- D. Signs not exceeding three (3) square feet in area located in a commercial or industrial zone not to exceed four (4) signs for each business frontage;

- E.** Signs not exceeding six (6) square feet in area and an overall height of four (4) feet in any residential zone;
- F.** Signs located in the interior of any building or within an enclosed lobby or court of any group of buildings, which are designed and located to be viewed by patrons only. Such signs may be illuminated and are not subject to the provisions of this chapter;
- G.** Where an existing sign is modified by change of message or design on the sign face, without any change to size or shape of the sign framework or structure;
- H.** Signs located in windows, if they are mounted or painted upon the inside of windows within all commercial or industrial zoning districts; and
- I.** Except as otherwise addressed by this code for a specific zone, non-illuminated signs having an overall face area not exceeding 16 square feet in all zones, that are not permanently installed and are intended to be located on private property for short periods of time (not to exceed one year). Such signs may include, but are not limited to Real Estate lease and sale of the premises they are located, political signs, construction signs and garage sale, open house, special event, and similar signs. Such signs shall only be posted for the duration of the activity. No sign shall be extended into or extend over a street right-of-way.
- J.** Anchored balloon and inflatable signs provided the balloon or sign is not permanent and is removed following the completion of the event and/or displayed no more than twice per calendar year for a total of 60 days.

3.7.150 Application. Application for a permit (Type I) shall be made to the city planner upon a form provided by the city and shall include two sets of drawings to scale, including the following information with regard to the signs:

- A.** The written or graphic content;
- B.** Location of the sign on the building or building site;
- C.** Dimensions of the sign;
- D.** Construction materials;
- E.** Method of attachment and character of structural members to which attachment is to be made;
- F.** Electrical wiring and components or U.L. approved number; and
- G.** The building safety official may also require that a licensed engineer furnish information concerning structural design and proposed attachments.
- H.** The information described in A.-G. of this section, for any existing signs on the premises.

3.7.160 Issuance of Permits.

- A.** City personnel shall examine applications for permits. If it appears from the application, drawings, and specifications therewith that the requested sign(s) and all existing signs on the premises conform with all the provisions of this chapter, a permit shall be issued. If signs met previous

zoning standards they will be grandfathered as a pre-existing permitted use and can continue to have that sign even through it is not in compliance with the new code.

- B. No additional permits shall be issued for signs on businesses or uses with signs not already in compliance with this section, including overdue sign regulation fees or unpaid inspection charges.
- C. All signs, except for signs painted directly upon a building, are also subject to building department requirements.

3.7.170 Permit Fees. Fees shall be as provided in the City’s fee schedule as adopted by the city council.

3.7.180 Indemnification of City. As a condition to the issuance of a sign permit as required by this chapter, all persons engaged in the hanging or painting of signs, which involves, in whole or in part, the erection, alteration, relocation, maintenance, or other sign work in, over, or immediately adjacent to a public right-of-way or public property if used or encroached upon by the sign hanger or painter in the said sign work, shall agree to hold harmless and indemnify the city, its officers, agents, and employees from liability for damages resulting from said erection, alteration, relocation, maintenance or other sign work.

3.7.190 Prohibited Signs for All Districts. The following signs are prohibited for all zoning districts:

- A. Signs on a truck, bus, car, boat, trailer, or other motorized vehicle and equipment are prohibited, except as provided in subsection 3.7.140C;
- B. No sign shall be permitted at the intersection of a street or driveway in such a manner as to obstruct free and clear vision of motor vehicle operators or at any location where by reason of its position, shape, or color it may interfere with or be confused with any authorized traffic sign, signal, or device, or which makes use of a word, symbol or phrase, shape or color in such a manner as to interfere with, mislead, or confuse traffic;
- C. Animated, flashing, blinking, strobing, and traveling lights or any design created to give the illusion of motion are prohibited. This prohibition does not include electronic message signs;
- D. Moving or rotating signs are prohibited;
- E. Fin signs larger than nine (9) square feet are prohibited;
- F. Signs with sound devices;
- G. Portable signs, except that sandwich board type signs not exceeding twelve (12) square feet surface area (or twenty-four (24) square feet on two (2) sided sign) are allowed in the C-1 zone provided they do not conflict with clear vision and accessible route requirements; and
- H. Any sign not listed as a permitted sign within a zoning district is prohibited in that district, unless it is exempt under section 3.7.140.
- I. Any sign that does not comply with Oregon State Building Code requirements.

3.7.200 Abandoned Signs. Any abandoned sign and supporting structure shall be removed by the owner of the sign or owner of the premises within six (6) months following the date of abandonment; except that any owner of an abandoned sign which is otherwise in conformance with this chapter may apply to the city for an extension of the removal date (Type II review). If the city determines that the continued maintenance of the sign is consistent with the purpose of chapter 3.7 of this code, an extension of up to one (1) year may be granted.

- A. Once a sign has been identified as being abandoned (see definitions), the City can, at its discretion, allow the Sutherlin Chamber of Commerce to utilize the said abandoned sign for civic enhancement, with the permission of the property owner(s).

3.7.210 Certain Signs Declared A Nuisance. Any abandoned, dangerous, defective, illegal, or prohibited sign, or any sign which is not in accordance with the drawings, specifications and details of the permit application is hereby declared a nuisance and may be abated as prescribed in the Sutherlin Municipal Code. This is in addition to any other remedy provided by law or ordinance.

3.7.220 Signs in RH and R-1 Zoning Districts. Signs shall be permitted only as follows in the single-family residential zoning districts:

- A. **Undeveloped Subdivision/Planned Unit Development Signs.** Two non-illuminated ground signs, not exceeding fifty (50) square feet in area, and fourteen (14) feet in height and setback a minimum of twenty (20) feet from any property line are permitted within an undeveloped subdivision/planned unit development. Such signs may be installed on the undeveloped subdivision/planned unit development property after approval of the tentative plan by the planning commission. However, the sign must be removed no later than two (2) years after installation, unless the planning commission, upon due application prior to expiration of the (2) year period, determines that the continued maintenance of the sign is consistent with the purpose of this code, in which case an extension for an additional year may be granted;
- B. **Public/Institutional Use Signs.** Each lot occupied by public uses, schools, churches, or similar public/institutional uses is allowed a maximum of twenty (20) square feet of sign area per street frontage. The maximum area shall be a combination of wall and ground signs. If a ground sign, the sign shall not be located within fifteen (15) feet of any property line and shall not be internally illuminated. Signs within public parks, schools, or stadiums, which are generally placed and located so as not to be viewed from a street, are exempt from this provision; and
- C. **Planned Unit Development Signs.** Two (2) non-illuminated ground signs, each sign not exceeding twenty (20) feet in area, and four (4) feet in height and setback a minimum of five (5) feet from any street right-of-way are permitted in a residential planned unit development. Such signs may be installed after approval of the signs and the planned unit development by the planning commission.

3.7.230 Signs in R-2 and R-3 Zoning Districts. Signs shall be permitted only as follows in the R-2 and R-3 zones:

- A. New Development/Project Sign.** One (1) non-illuminated ground sign, not exceeding fifty (50) square feet in area, and fourteen (14) feet in height is permitted on the premises of each proposed building or development project. Such sign may be installed after a building permit has been obtained for the construction project and must be removed not later than two years after issuance of the building permit for the project or upon completion of the project, whichever is first. No more than one (1) such sign shall be erected for each construction project and such sign shall be subject to the same setback requirements as are imposed for structures in this zone;
- B. Multiple-family Dwelling Sign.** For multiple-family dwellings containing four (4) or more dwelling units, one (1) sign not more than ten (10) square feet in area, either affixed to the building or free-standing is permitted. If free-standing, the sign shall not be located in any required yard area and shall not exceed four (4) feet in height and shall be mounted within a landscaped area or decorative planter. If affixed to the building, the sign may not project into a required yard area more than eighteen (18) inches. No part of any such sign shall be higher than the allowable building height as defined in chapter 2, Zoning; and
- C. Public/Institutional Use Signs.** Public uses, schools, churches and similar public/institutional uses are allowed a maximum of twenty (20) square feet of sign area, per street frontage. The maximum area shall be a combination of wall and ground signs. If a ground sign, the sign shall not be located within fifteen (15) feet of any property line and shall not be internally illuminated. Signs within public parks, schools, or stadiums, which are generally placed and located so as not to be viewed from a street, shall be exempted from this provision.

3.7.240 Signs in Residential Zone When Approved by Planned Unit Development. In addition to signs authorized pursuant to section 3.7.220, signs shall be permitted in residential zones when approved by PUD as follows:

- A. Ground Signs.** Not more than one (1) ground sign may be placed on each lot or parcel subject to the following limitations:
 - 1. Maximum Height: six (6) feet;
 - 2. Maximum Square Footage: thirty-six (36) square feet per sign; and
 - 3. Minimum Setback: ten (10) feet from a lot in a residential zone or from a street right-of-way.
- B. Wall Signs.** Wall signs are permitted subject to the following limitations:
 - 1. Principal Façade. The aggregate area of all signs shall not exceed one and one-half (1 ½) square feet for each linear foot of business frontage, except if the building is set back more than twenty (20) feet from the right-of-way, in which the aggregate area of all signs shall not exceed two (2) square feet for each linear foot of business

- frontage. No part of any sign shall be higher than the allowable building height as defined chapter 2, Zoning Districts;
2. Secondary Façade. The aggregate area of all signs shall be limited in area to two (2) square feet for each linear foot of business frontage and shall be placed flat against the building supporting the sign. No part of any sign shall be higher than the allowable building height as defined chapter 2, Zoning Districts;
3. Projecting Signs. Prohibited;
4. Awning/Canopy/Marquee Signs. No such sign shall extend into a parking area, drive, or the road right-of-way. Vertical clearance for such signs above a sidewalk or pathway shall be a minimum of nine (9) feet. All such signs shall be assessed against the facade aggregate for wall signs; and
5. Portable Signs. One additional portable sign not to exceed twelve (12) square feet in area (twenty-four (24) square feet on two (2) sided sign) for each business entrance is permitted. Such signs shall not be located within public right-of-way. The portable signs shall only be displayed when the business is open.

3.7.250 Signs in the C-1 Zone. Signs shall be permitted as follows in the C-1 zone:

- A. **Ground Signs.** Each parcel of land is permitted one (1) ground sign per street frontage, subject to the following limitations:
 1. Maximum Height: ten (10) feet;
 2. Maximum Square Footage: one hundred (100) square feet per sign; and
 3. Minimum Setback: May not project into public right-of-way.
- B. **Wall Signs.** Wall signs are permitted, subject to the following limitations:
 1. Principal Façade. The aggregate area of all signs shall not exceed one and one-half (1 ½) square feet for each linear foot of business frontage. No part of any sign shall be higher than the allowable building height as defined in chapter 2, Zoning Districts.
 2. Secondary Façade. The aggregate area of all signs shall be limited in area to two (2) square feet for each linear foot of business frontage and shall be placed flat against the building supporting the sign. No part of any sign shall be higher than the allowable building height as defined in chapter 2, Zoning Districts.
 3. Second Story and Basement Enterprises or Uses. Second story and basement enterprises or uses, that are maintained exclusively on a floor other than the street floor, shall be entitled to additional sign area equal to sixty (60) percent of the sign area authorized above for each facade. No part of any sign shall be higher than the allowable building height as defined in chapter 2, Zoning Districts.
- C. **Projecting Signs and Fin Signs.** Signs not exceeding twenty (20) square feet are permitted.

- D. **Awning/Canopy/Marquee Signs.** Signs not exceeding twenty (20) square feet placed flat on a marquee, awning, or canopy are permitted.
- E. **Temporary Sign.** One (1) temporary sign on each street frontage is allowed for each separate business. Display period is limited to thirty (30) days and is renewable upon application, but shall not exceed four (4) permits in one (1) calendar year. The area of each temporary sign shall not exceed sixteen (16) square feet. No part of any sign shall be higher than the allowable building height as defined in Chapter 2.

3.7.260 Signs in the C-3 Zone. Signs shall be permitted as follows in the C-3 zone:

- A. **Ground Signs.** Each parcel of land is permitted one (1) ground sign per street frontage, subject to the following limitations:
 - 1. Maximum Height: twenty (20) feet;
 - 2. Maximum Square Footage: one hundred fifty (150) square feet per sign; and
 - 3. Minimum Setback: Shall not project into public right-of-way.
- B. **Wall Signs.** Wall signs are permitted, subject to the following limitations:
 - 1. Principal Façade. The aggregate area of all signs shall not exceed one and one-half (1 ½) square feet for each linear foot of business frontage, except if the building is set back more than twenty (20) feet from the right-of-way, in which case the aggregate area of all signs shall not exceed two (2) square feet for each linear foot of business frontage. No part of any sign shall be higher than the allowable building height as defined in chapter 2, Zoning Districts; and
 - 2. Secondary Façade. The aggregate area of all signs shall be limited in area to two (2) square feet for each linear foot of business frontage and shall be placed flat against the building supporting the sign. No part of any sign shall be higher than the allowable building height as defined in chapter 2, Zoning Districts.
- C. **Projecting Signs.** No sign shall project more than eighteen (18) inches into the public right-of-way except when:
 - 1. The building is set back less than two (2) feet from public right-of-way;
 - 2. The sign is less than twenty-five (25) square feet in area;
 - 3. The right-of-way projection is limited to an improved sidewalk; and
 - 4. The sign is placed minimum of nine (9) feet above the sidewalk where it projects.

No part of any projecting sign shall be higher than the allowable building height as defined in Chapter 2, Zoning Districts.
- D. **Awning/Canopy/Marquee Signs.** All such signs shall be assessed against the aggregate wall signage for the facade.
- E. **Shopping Center/Multi-Tenant Sign.** In the case of shopping areas which are developed as a unit with common parking areas, one ground

sign per vehicular access on a public street is permitted on the premises of a shopping center. The size of the ground signs shall be determined as follows:

1. For shopping centers with less than three hundred thousand (300,000) square feet of gross floor area, one (1) sign may be up to one hundred fifty (150) square feet in area and twenty (20) feet in height.
2. For shopping centers that contain or have PUD or site plan approval for a gross floor area between three hundred thousand (300,000) square feet and five hundred thousand (500,000) square feet, one (1) sign may be up to two hundred (200) square feet in area each and thirty-five (35) feet in height.
3. For shopping centers that contain or have such plan approval for a gross floor area that exceeds five hundred thousand (500,000) square feet, two (2) signs may be up to two hundred (200) square feet in area each and thirty-five (35) feet in height, but no less than one thousand (1,000) feet apart.

Each additional ground sign shall not exceed thirty (30) square feet in area and twelve (12) feet in height. The shopping center ground signs allowed by this subsection are in lieu of all other ground signs permitted in the zoning district, as listed under subsection 3.7.260A. Such signs shall not project into public right-of-way.

- F. Temporary Sign.** One (1) temporary sign on each street frontage is allowed for each separate business. Display period is limited to thirty (30) days and is renewable upon application, but shall not exceed four (4) permits in one (1) calendar year. The area of each temporary sign shall not exceed sixteen (16) square feet. No part of any sign shall be higher than the allowable building height as defined in chapter 2.

3.7.270 Signs in the C-3 zone near I-5 Freeway Frontage. In addition to the signs allowed under section 3.7.260, C-3 Zone, the following signs shall be permitted in the C-3 zone with Interstate 5 frontage or no more than one (1) block removed from I-5 only:

- A. Freeway Signs.** One (1) sign not exceeding two hundred fifty (250) square feet in area and fifty (50) feet in height, and one (1) sign not exceeding one hundred fifty (150) square feet in area and twenty (20) feet in height are permitted on each parcel of land located along I-5 frontage or no more than one (1) block removed from I-5. Such signs are permitted in lieu of all ground signs permitted in the underlying zoning district, as listed under the basic regulations.
- B. Service Station Signs.** One (1) additional ground sign per street frontage, not exceeding thirty (30) square feet in area and nine (9) feet in height, may be permitted through site plan review for any single parcel of land occupied by a service station. Such signs may not project into public right-of-way.

- C. **Drive-up Window Business Sign.** One (1) ground sign not to exceed thirty-two (32) square feet in area and six (6) feet in height may be permitted through site plan review for any single parcel of land occupied by a drive-up window business. Such signs may not project into public right-of-way.
- D. **Construction Sign.** One additional non-illuminated sign may be installed after a building permit or development approval has been obtained for a construction project and must be removed not later than two (2) years after issuance of the building permit for the project or upon completion of the project, whichever is sooner. The sign shall have an area not exceeding thirty-two (32), and the top of the sign shall not be more than twenty (20) feet above the general surface of the ground. Not more than one such sign shall be erected for each construction project and such sign shall be subject to the same setback requirements as are imposed for structures in this zone.

3.7.280 Signs in the M-1 and M-2 Zones. Signs shall be permitted as follows in M-1 and M-2 zones:

- A. **Ground Signs.** Ground signs are subject to the following limitations:
 - 1. Maximum Height: twenty-four (24) feet;
 - 2. Maximum Square Footage: two hundred (200) square feet per sign;
 - 3. Minimum Setback: Sign shall not project into public right-of-way; and
 - 4. Maximum Number: No more than one (1) free-standing sign shall be permitted on any single lot, except if lot has more than one street frontage, then a lot may be allowed one (1) ground sign for each frontage over one hundred twenty (120) linear feet.
- B. **Wall Signs.**
 - 1. Principal Facade: The aggregate area of all signs shall not exceed one and one-half (1½) square feet for each linear foot of business frontage, except if the building is set back more than twenty (20) feet from the right-of-way, in which case the aggregate area of all signs shall not exceed two (2) square feet for each linear foot of business frontage. No part of any sign shall be higher than the allowable building height as defined chapter 2, Zoning.
 - 2. Secondary Facade: The aggregate area of all signs shall be limited in area to two (2) square feet for each linear foot of business frontage and shall be placed flat against the building supporting the sign. No part of any sign shall be higher than the allowable building height as defined in Chapter 2, Zoning.
- C. **Projecting Signs.** No sign shall project more than eighteen (18) inches into the public right-of-way except when:
 - 1. The building is set back less than two (2) feet from public right-of-way;
 - 2. The sign is less than twenty-five (25) square feet in area;

3. The right-of-way projection is limited to an improved sidewalk; and
4. The sign is placed minimum of nine (9) feet above the sidewalk where it projects.

No part of any projecting sign shall be higher than the allowable building height as defined in chapter 2, Zoning.

- D. Awning/Canopy/Marquee Signs.** No such sign shall extend into the public right-of-way. All such signs shall be assessed against the facade aggregate for wall signs.
- E. Service Station Signs.** One (1) additional ground sign per street frontage, not exceeding thirty (30) square feet in area and nine (9) feet in height, may be permitted through site plan review for any single parcel of land occupied by a service station. Such signs may not project into public right-of-way.
- F. Drive-up Window Business Sign.** One (1) ground sign not to exceed thirty-two (32) square feet in area and six (6) feet in height may be permitted through site plan review for any single parcel of land occupied by a drive-up window business. Such signs may not project into public right-of-way.
- G. Construction Sign.** Up to two (2) additional non-illuminated signs may be installed after a building permit has been obtained for a construction project and must be removed not later than two (2) years after issuance of the building permit for the project or upon completion of the project, whichever is sooner. Each sign shall have an area not exceeding one hundred (100) square feet, and the top of the sign shall not be more than twenty (20) feet above the general surface of the ground. Not more than two such signs shall be erected for each construction project and such signs shall be subject to the same setback requirements as are imposed for structures in this zone.
- H. Temporary Sign.** One (1) temporary sign on each street frontage is allowed for each separate business. Display period is limited to thirty (30) days and is renewable upon application, but shall not exceed four (4) permits in one (1) calendar year. The area of each temporary sign shall not exceed sixteen (16) square feet. No part of any sign shall be higher than the allowable building height as defined in chapter 2.

Section 3.8

WETLANDS AND FLOODPLAINS [Reserved]