

Chapter VI: Review of Zoning and Subdivision Ordinances

INTRODUCTION

The purpose of this Chapter is to review transportation-related ordinances contained in the Lakeside Zoning and Subdivision Codes. The first section of this provides a summary of our review and suggested changes. The second section provides the relevant text of the ordinances with our comments.

ZONING ORDINANCES

A comprehensive review and update of Lakeside's zoning ordinance was conducted by MLP Associates in 1993 and 1994. MLP reviewed transportation-related policies for consistency with the 1991 TPR. The project was coordinated with ODOT, the Coos County Highway Department, and the Oregon Aeronautics Division we asked to comment on existing ordinances and proposed changes during the review.

The City adopted many of the recommended changes to the ordinance in 1994. The revised ordinances were acknowledged by DLCD in June of 1994.

SUBDIVISION REQUIREMENTS

We also reviewed the Lakeside Subdivision Ordinance. We made significant revisions to the ordinance at that time. However, the City has yet to adopt the revisions. We analyze the revisions in this memo because we have previously conducted a comprehensive review. The City initiated local discussion and review of the changes in August 1995.

PROPOSED MODIFICATIONS TO ZONING AND SUBDIVISION ORDINANCES

The ordinances are generally consistent with the provisions and intent of the Transportation Planning Rule. We suggest that the City analyze the following issues:

- A policy in the general development review process (Article 2) that requires developers requesting any change of land use or access along Highway 101 to have an approved access permit from the Oregon Department of Transportation.

- Creation of a Site Review (SR) Overlay Zone for all properties along Highway 101. The SR Overlay would ensure consideration of access, use compatibility, and other issues for all development proposals along Highway 101. The site review provisions should include consultation and coordination with ODOT. The site review would also allow the Planning Commission to place additional requirements on development along Highway 101. A common requirement might be an access permit from ODOT, and an access plan approved by ODOT.
- Adoption of a conical surface ordinance for the Airport Overlay zone. Although most of the developable lands contiguous with the Lakeside Airport are already developed, such a policy would ensure compatibility of land uses within the flight approaches of the Lakeside Airport.
- Section 7.300(5) addresses sidewalks in subdivisions. The proposed language leaves the Planning Commission considerable discretion with respect to requiring sidewalks in new subdivisions. The way this section is worded, the Commission could allow any subdivision in Lakeside to be built without sidewalks. We recommend the City consider stronger language that would require sidewalks or dedicated pedestrian ways to be required as a part of all new subdivisions. Further, we recommend the City explore the feasibility of providing pedestrian routes in all existing subdivisions in Lakeside.
- Section 7.300(6) addresses bicycle routes. Bicycle routes are left to the discretion of the Planning Commission. We recommend the City consider a stronger standard that would require provision of bicycle routes linking new subdivisions with existing bikeways. Another option would be to require bicycle routes along all new arterials and collectors.

REVIEW OF ZONING ORDINANCES

This section presents the text of transportation-related zoning ordinances and comments on their consistency with the Transportation Planning Rule.

ARTICLE 2: AMENDMENTS AND CHANGES

Section 2.010 Vision Clearance. A clear vision triangle shall be provided on the corners of all property at the intersection of two streets.

The height of vegetation and man-made structures in clear vision triangles shall in no case be greater than 3 1/2 feet in height, except for open chain link or other "see-through" fences, which may be constructed up to six (6) feet in height.

A clear vision triangle is that triangular area at the street corner of a corner lot or the alley, street intersection of a lot, the space being defined by a line across the corner, the ends of which are on the street lines or alley lines, an equal and specified distance from the corner and

containing no planting structures or temporary or permanent obstruction from 3 1/2 feet in height above the curb level to eight feet above the curb level.

The minimum distances of the sides of a clear vision area which are lot lines shall be 30 feet, or at intersections including an alley, ten (10) feet.

Comment: These are the vision standards advocated in the Bureau of Governmental Research and Service's *Model Development Standards*. These standards are very similar to standards for many other Oregon communities. We recommend no changes to the vision clearance standards.

Section 2.025 Access. Every lot shall abut a street other than an alley for a width of at least 25 feet.

Comment: This is consistent with lot dimension standards provided for all zones. This ordinance ensures that each lot has sufficient street frontage for automobile access. We recommend not changes to the access standards.

ARTICLE 10: PLANNED DEVELOPMENT ZONE

Section 10.170 Dedication and Maintenance of Facilities. The City may require that land has been set aside, improved, conveyed, or dedicated for the following uses:

1. Easement necessary to accommodate existing or proposed public utilities.
2. Streets, street lights, bikeways and pedestrian paths necessary for the proper development of either the P-D or adjacent properties.

Comment: This ordinance gives the City the discretion to require transportation dedications for land use decisions (not including subdivisions which already require mandatory dedication of improvements). We recommend no changes to this ordinance.

Section 10.190 Planned Unit Development Procedure.

2. Preliminary Development Plan and Program, Filing Fee

- c. Proposed Development

A preliminary plan shall show the following in addition to other requirements of the Planning Commission:

- i. A map showing street systems, lot or partition lines, and other divisions of land for management, use or allocation purposes.

- ii. Areas proposed to be conveyed, dedicated or reserved for public streets, parks, parkways, playgrounds, school sites, public buildings, and similar public and semi-public areas.
 - vii. The following plans and diagrams, insofar as the reviewing body finds that the planned unit development creates special problems of traffic, parking, landscaping, or economic feasibility:
 - A. An off-street parking and loading plan.
 - B. A circulation diagram indicating proposed movement of vehicles, goods and pedestrians within the planned unit development and to and from the thoroughfares. Any special engineering features and traffic regulation devices needed to facilitate or insure the safety of this circulation patter shall be shown.
7. Final Development Plan and Program

The final development plan and program shall contain the following information:

- c. Circulation:
 - i. A street system and lot design with appropriate dimensions. A subdivision plat if the land is to be subdivided shall comply with this requirement.
 - ii. A traffic flow map showing circulation patterns within and adjacent to the proposed development. Any special engineering features and regulation devices needed to facilitate or insure the safety of the circulation pattern shall be shown.
 - iii. Location and dimensions of pedestrian walkways, malls, and foot and horse trails.
- d. Parking and Loading:
 - i. Location, arrangement, number and dimensions of automobile garages, parking spaces and the width of aisles, bays, and angle of parking.
 - ii. Location, arrangement and dimensions of truck loading spaces and docks.

Comment: Section 10.190 requires the applicant to provide detailed information on access, streets, and parking in an application for a Planned Development. The PD process allows the City flexibility in working with developers on larger projects. This is a sound ordinance.

**ARTICLE 11. OVERLAY ZONES
AIRPORT APPROACH (A-A)**

Section 11.100 Airport Approach Zone (A-A). Applies to properties which lie within the air approaches to airports. Further, this zone is intended to prevent the establishment of air space obstructions in air approaches through height restrictions and other land use controls as deemed essential to protect the health, safety and welfare of the people of the City of Lakeside.

Section 11.110 Special Definitions.

1. "Airport Approach" means a fan-shaped area beyond the end of a runway where special land-use and height regulations are established.
2. "Airport Hazard" means any structure, tree, or use of land which unreasonably obstructs the air space required for the safe flight of aircraft in landing or taking off at an airport or landing field, or is otherwise hazardous to such landing or taking off of aircraft.
3. "Place of Public Assembly" means a structure which the public may enter for such purposes as deliberation, education, worship, shopping, entertainment, amusement, or awaiting transportation.
4. "Airport-Clear Zone" The fan shaped area 1,000 feet beyond the end of the runway which is kept clear of airport hazards.

Section 11.120 Application of Airport Approach Provisions. In any zoning district where an A-A designation is combined with a primary district, the following regulations shall apply. If any conflict in regulation or procedure occurs with zoning districts hereinfore specified, the provisions of the Airport Approach Overlay District shall govern.

Section 11.130 Permitted Uses Not Requiring An Airport Approach Permit.

1. Agriculture, excluding the commercial raising of animals which would be adversely affected by aircraft passing overhead.
2. Landscape nursery, cemetery, or recreational areas, which do not include buildings or structures.
3. Roadways, parking areas, and storage yards located In such a manner that vehicle lights will not make it difficult for pilots to distinguish between landing lights and vehicle lights, or result in glare, or in any other way impair visibility in the vicinity of the land approach.
4. Pipelines.
5. Underground utility wires.

Section 11.140 Permitted Uses Requiring An Airport Approach Permit.

1. A structure or building accessory to a permitted use.
2. A single-family dwelling, or commercial or industrial use if permitted in the primary zoning district.
3. Buildings and uses of a public works, public service or public utility nature.

Section 11.150 Procedure. The authority for issuing an Airport Approach Permit shall be subject to review by the Planning Commission to assure ordinance requirements are met.

An application for an Airport Approach Permit shall be made in writing to the City Recorder. Information accompanying the application shall include:

1. Property boundary lines as they relate to the Airport Approach Zone and the end of the runway;
2. Location and height of existing and proposed buildings, structures, utility lines, and roads;
3. Statement from the State Aeronautics Division indicating that the purposed use-will not interfere with the landing facility, and;
4. A signed property covenant and hold harmless agreement.

Section 11.160 Limitations.

1. No place of public assembly shall be permitted in the airport approach zone between Forth Lake Road on the south and Kings Avenue on the north.
2. The height of any structure shall be limited to requirements prescribed by the Planning Commission or by any other local ordinance or regulation.
3. Whenever there is a conflict in height limitations prescribed by this ordinance or another pertinent ordinance, the lowest height limitation fixed shall govern. Provided, however, that the height or other limitations and restrictions here imposed shall not apply too such structures or uses customarily employed for aeronautical purposes.
4. No glare producing materials shall be used on the exterior of any structure located within the airport approach district.

Comment: The AA overlay is designed to prevent uses incompatible with the Lakeside Airport. When MLP Associates reviewed the Lakeside Zoning ordinance in 1994, we contacted the Oregon Aeronautics Division to review the AA overlay. The Aeronautics Division responded that although the ordinance is generally acceptable, they would like the City to adopt standards defining the conical surface around the airport. The City considered this approach and decided they wanted to keep the existing language.

ARTICLE 12. CONDITIONAL USE PERMITS

Section 12.110 Applications, etc. The application for a Conditional Use Permit shall be made in writing to the City Recorder by the owner of the land in consideration on forms provided by the City. The City of Lakeside has established a consolidated procedure by which an applicant may apply at one time for all permits or zone changes needed for a development project. This consolidated procedure is subject to time limits set out in ORS 227.178 and incorporated in this

zoning ordinance. This procedure shall be available for use at the option of the applicant, and has been made available for use following Lakeside's first periodic review provided for in ORS 227.175 and ORS 197.640. The application shall be accompanied by the following information:

3. Utility and access data;

Comment: This ordinance requires applicants to provide access data with conditional use applications. This is a sound policy.

Section 12.140 General Criteria. A Conditional Use Permit may be granted only if the proposal conforms to the following general criteria, as well as to all other additional criteria or conditions required by this section or the Planning Commission.

2. That the required dedication and improvement of streets within the development site for the proper extension and/or connection of necessary streets shall be made.
3. That the required dedication of right-of-way within the development site for the extension of collector and arterial streets shall be made.
4. That the use of the development site shall not adversely affect access to and subdivision of abutting properties.

Comment: These policies require the applicant to address street and access issues when applying for conditional use permits. This is a sound policy.

Section 12.150 Additional Conditions. Some land uses by the nature of the activity associated with them require separate and intense consideration by the Planning Commission prior to their establishment. Such uses and additional conditions follow:

5. Service Stations.
 - a. General principles.
 - i. Service stations shall be located adjacent to and integrated with other commercial uses and shall not be developed in "spot" locations.
 - ii. A service station shall be located adjacent to an arterial street.
 - iii. Service stations in retail commercial shopping centers shall be integrated with but located on the periphery of retail commercial centers.
 - iv. The size and nature of a service station may be expected to vary with the location of a service station and market it is intended to serve.

- v. The siting and architectural character of a service station shall blend with the existing or proposed character of the surrounding area. Variations in building design, materials, and functional features are encouraged.
 - vi. A pleasing uncluttered appearance of service stations should be assured by adherence to sign regulations, maintenance of adequate landscaping, and limited outdoor display of automotive accessories.
- b. Conditional Use Permit Provisions.
- i. Location.
 - A. The site shall have a minimum of 125 feet of frontage on an arterial street.
 - B. At the time of its establishment, the property lines of the site shall not be conterminous with the property lines of an existing residential use.
 - C. The minimum distance from the site to a residential zone, school, park, playground, church, museum, or similar use shall be 200 feet except at an intersection.
 - D. The minimum distance between service stations shall 400 feet, except at intersections with exception of Section F.
 - E. Not more than two stations shall be located at any given intersection. When two service stations are proposed to be located near an at-grade intersection, they should be situated on diagonally opposite corners.
 - F. Service stations on the same side of a street or road shall hereafter be constructed no closer than 1,500 feet to any part of a building housing another service station. This shall not prevent the re-modeling of a structure already in existence.
 - G. Service stations developed in conjunction with other commercial development shall be situated on arterial streets on the perimeter of such development.
 - ii. Site Improvements.
 - A. A minimum of eight percent of the net area of a service station site shall be improved with well-maintained landscaping elements. These elements may include but will not be limited to plant materials, street furniture, and decorative surfaces. Emphasis should be on a pleasing appearance, quality of design, and proper balance between structure and landscape elements, rather than satisfaction of quantitative criteria. Existing specimen

trees, mature ornamental shrubs, and ground cover shall be preserved whenever possible.

- B. A fence, hedge, or wall shall be erected on all interior property lines. Such a fence, hedge, or wall shall be a minimum of five feet and a maximum of seven feet in height, except within 40 feet of street rights-of-way where it may be no greater than three feet in height. No fence, hedge, or wall shall be within 15 feet of a street right-of-way. The fence, hedge, or wall shall screen 70 percent of the view between the service station and adjacent property and shall be reviewed by the Planning Commission for aesthetic and maintenance factors.
 - C. Each landscaped arid planted area shall be serviced by an installed irrigation system which is remotely operated.
 - D. A screened trash enclosure shall be provided on each station site.
- iii. Area and dimensions.
- A. Area. The maximum site area shall be 30,000 square feet. The minimum site area shall be 10,000 square feet.
 - B. Dimensions. The minimum width along an arterial street shall be 125 feet; the minimum depth shall be 80 feet.
- vi. Access.
- A. A service station shall be permitted not more than two curb cuts for each arterial street frontage.
 - B. Service station driveways on arterial streets shall be located at least 10 feet from the nearest point of the intersection of public right-of-way.
 - C. Driveways for service stations which are developed as part of or in conjunction with adjacent uses shall be located as part of the total circulation element of such adjacent uses.
- v. Signs.
- A. Service stations shall be required to adhere to the sign regulations of the zoning district in which they are located. The aggregate to area of all signs shall not exceed the sign regulations of the zoning district in which they are located.
 - B. The following signs shall be allowed:

- (1) One freestanding sign containing only the name, identifying symbol, or company trademark of the gasoline offered shall be permitted to a maximum area of 36 square feet each on no more than two sides; said sign shall lie placed in a planter or decorative wall structure and shall not exceed 35 feet in height.
 - (2) Signs aggregating not more than 20 square feet for the purpose of quoting gasoline prices, advertising trade stamps, a announcing service available, or any other like purpose.
 - (3) Signs for traffic and customer directions shall be permitted, provided no such sign is more than two square feet in area.
- C. Signs attached to the building shall not extend above the roof line, parapet wall, or other integral part of the station building, provided that any such sign shall be limited to the same function as a freestanding hallmark and the area thereof shall be charged against the maximum area allowance for freestanding hallmark or hallmarks on the premises. Signs shall not be attached to and extend above the pump islands canopies.
 - D. Signs, except for hallmark signs, existing on the effective date of this amendment, and not conforming to the provisions of this section, shall be removed within six months. Hallmark signs existing on the effective date of this amendment, and not conforming with the provisions of this section, shall be removed or made to comply within a period of five (5) years from the effective date of this code, the said hallmark sign shall also be adjusted so as not to exceed the maximum permitted by this code.

vi. Exterior Lighting.

- A. Freestanding lighting fixtures shall not exceed a height of 20 feet. Other exterior lighting as may be necessary shall be permitted no nuisance or traffic hazard is created.
- B. All lighting shall be of such illumination, direction, color, and intensity as not to create a nuisance on adjacent property or to create a traffic hazard.
- C. Lighting fixtures shall be shielded as to reflect light away from adjacent properties.

vii. Operations.

- A. One gasoline pump shall be permitted per 2,000 square feet of site area. A double pump station shall represent one pump.
- B. Only those vehicles awaiting service shall be permitted to be stored on the premises.
- C. Operations outside permanent structures shall be limited to the dispensing of gasoline, oil, water, servicing tires, and attaching and detaching trailers.
- D. No auto body repair shall take place on the premises.
- E. No major mechanical auto repair shall take place on the premises, unless such repair existed at the time this code was passed; then such repair shall be exempt from the requirements of Section 11.150(7)(b)(xii) of this code.
- F. Utility trailers, not exceeding 10 in number, may be stored for rent at service stations provided they occupy the rear half of the property and occupy an area of at least 2,000 square feet.
- G. No mechanical-type car washing facilities shall be operated outside a structure.
- H. Exterior sales display and storage areas shall be considered as areas of principal business activity and therefore they shall be required to be located and designed in a manner which will not detract from the pleasing appearance of the station.
- I. No merchandise shall be stored overnight outside of an enclosed structure.

viii. Discontinuance of Operations.

- A. When a service station is not operated for any nine months out of any 18 consecutive months, the Conditional Use Permit for the service station may be revoked.
- B. When a service station is not operated for any nine months out of any 18 consecutive months, all storage tanks above and below ground shall be removed at the expense of the property owner.
- C. Abandoned station premises shall be maintained in a safe and businesslike manner and shall not be allowed to deteriorate and become a nuisance or safety hazard. After the effective date of this code, all service stations shall be subject to subsections xiii(A) and xiii(B) above. The nature of a service station structure is such that, with long-continued vacancy and the accompanying

deterioration and obsolescence, the building serves no useful economic or social purpose and injures the value and impairs the development of adjacent properties, all to the public detriment.

- ix. Truck service stations. Service stations designed to primarily serve the trucking market shall be located in industrial districts. Such service stations shall have a minimum of 300 foot of frontage on an arterial Street. Such service stations shall be exempt from the maximum area, dimensions, and curb cut requirements.
- x. Design.
 - A. The architectural design of the service station shall be submitted with the plans on file for the request for a Conditional Use Permit.
 - B. A landscaping plan of the service station shall be submitted with the plans on file for the request for a Conditional Use Permit.
- xi. A copy of the conditional use requirements for service stations shall be posted in each service station.
- xii. Service stations in operation on the effective date of this code shall be deemed as conditional uses and shall continue to operate. These service stations shall meet the conditional use requirement of this code within the time limitations noted. Where no time limitations are noted for site improvements and operations the service stations shall meet these requirements within three years of the effective date of this code.
- xiii. Off-site signs.
 - A. No off-site sign shall exceed a height of 35 feet or a sign area of 300 square feet; provided, however, that cut-out extensions may be added increasing the sign area not more than 20 percent and such extension shall not extend more than five feet above, two feet to either side, or two feet below tire display surface.
 - B. Off-site signs erected after the effective date of this code shall have primary structural members of steel or pressure-treated wood.
 - C. Off-site signs may not project over public property.
 - D. No off-site signs shall be located within 250 feet of another off-premise advertising sign on the same side of the street or highway. The spacing may be reduced to 150 feet if such signs are located in separate blocks with an intervening street intersection

- E. There shall not be more than 1,500 square feet of area of off-site signs, including cut-outs, in one-half mile lineal as measured parallel to the center line of the highway or street.
- F. Off-site signs shall not block the visibility of on-premise signs.
- G. All off-site signs must comply with all State requirements, Chapters 377 ORS.

Comment: All service stations in Lakeside require conditional use permits. They must be consistent with the standards specified above. The service station standards are sound, comprehensive standards.

6. Recreational Vehicle Parks.

Recreational Vehicle Parks shall comply with all applicable state standards and shall comply with the following additional standards:

- a. The space provided for each recreational vehicle shall be not less than seven hundred (700) square feet exclusive of any space used for common areas, such as roadways, general use structures, and landscaped areas.
- b. Roadways shall be not less than thirty feet in width if parking is permitted on the margin of the roadway, or less than twenty feet in width if parking is not permitted on the edge of the roadway, shall be paved with asphalt, concrete or similar impervious surface and designed to permit easy access to each recreational vehicle space.
- c. A space provided for a recreation vehicle shall be covered with crushed gravel or paved with asphalt, concrete or other similar material and be designed to provide runoff of surface water. The part of the space which is not occupied by the recreational vehicle, not intended as an access way to the recreational vehicle or part of an outdoor patio, need not be paved or covered with gravel provided the area is landscaped or otherwise treated to prevent dust or mud.
- d. A recreational vehicle space shall be provided with piped potable water and sewage disposal service. A recreational vehicle staying in the park shall be connected to the water and sewage service provided by the park if the vehicle has equipment needing such service.
- e. A recreation vehicle space shall be provided with electrical service.
- f. Trash receptacles for the disposal of solid waste materials shall be provided in convenient locations for the use of guests of the park in located in such number and be of such capacity that there is no uncovered accumulation of trash at any time.

- g. Recreational vehicles that are occupied for more than 120 days in a 12 month period shall be considered being used for "residential purposes".
- h. The total number of parking spaces in the park, exclusive of parking provided for the exclusive use of the manager or employee of the park, shall be equal to one space per recreation vehicle space. Parking spaces shall be covered with crushed gravel or paved with asphalt, concrete or similar material.
- i. The park shall provide toilets, lavatories and showers for each sex in the following ratios: for each fifteen (15) recreational vehicle spaces or fraction thereof: one toilet, one urinal, one lavatory and one shower for men; and one toilet, one lavatory, and one shower for women. The toilets and showers shall afford privacy and the showers shall be provided with private dressing rooms. Facilities for each sex shall be located in separate buildings, or, if in the same building, shall be separated by a soundproof wall.
- j. The park shall provide one utility building or room containing one clothes washing machine, one clothes drying machine and 15 square feet of space for clothes drying lines for each 10 recreation vehicle spaces or fraction thereof.
- k. Building spaces required by subsections (i) and (j) of this section shall be lighted at all times of the day and night, shall be ventilated, shall be provided with heating facilities which shall maintain a room temperature no lower than 65° F, shall have floors of waterproof material, shall have a sanitary ceiling, floor and wall surfaces and shall be provided with adequate floor drains to permit easy cleaning.
- l. Except for the access roadway into the park, the park shall be screened on all sides by a sight-obscuring hedge or fence not less than six feet in height.
- m. The park shall be maintained in a neat appearance at all times. Except for vehicles, there shall be no outside storage of materials or equipment belonging to the park or to any guest of the park.

Comment: The RV park standards were derived from model standards developed by the BGRS. The standards address access to RV parks. We recommend no changes to the RV park standards.

ARTICLE 13. OFF-STREET PARKING REQUIREMENTS

Section 13.100 Off-Street Parking Requirements. For each new structure or use, each structure or use, uncleared in area, and each change in the use of any structure, there shall be permanently maintained parking spaces in accordance with the provisions of this code.

Groups of three or more parking spaces, except those in conjunction with single-family or two-family dwellings on a single lot, shall be serviced by a service drive so that no backward movements or other maneuvering of a vehicle within a street, other than an alley shall be

required. Service drives shall be designated and constructed to facilitate the flow of traffic, provide maximum safety in traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the right.

Off-street parking spaces for dwellings shall be located on the same lot as the dwelling. Off-street parking spaces for all other uses shall be located not further than 300 feet from the building or use they serve.

Section 13.110 Parking Spaces Required. Space requirements for off-street parking shall be as listed in this section. Fractional space requirements shall be counted as a whole space.

1. All institutional, commercial, and industrial uses shall provide no less than five parking spaces for visitors.
2. All uses shall provide parking space for each employee working on or from the site as determined by the maximum number of employees during any single hour of a day.
3. All uses shall provide parking space for each vehicle operating on or from the site.

USE	PARKING SPACE REQUIRED
1. Residential Types	
a. Dwelling single, two and multi-family dwelling	Once space per dwelling unit.
b. Mobile home park	One space per dwelling unit.
c. Hotels, motels, motor hotels, etc.	One space for each guest room, plus one space for the owner or manager.
d. Rooming or boarding house	One space for each guest room.
2. Institutional Types	
a. Hospitals	Three spaces for two beds.
b. Place of public assembly including church, auditorium, gymnasium, community center, theater club, lodge hall, and fraternal organizations.	One space per four seats, or eight feet of bench length in the main auditorium, or, if seating is not fixed to the floor, one space per 75 square feet of floor area.
c. Libraries, museums, art galleries	One space for each 300 square feet of gross floor area.
d. Welfare or correctional institution, nursing home, retirement home, asylums, etc.	One space for five beds for residents, patients, or inmates.
3. Schools	
a. Pre-school, nursery, day nursery, kindergarten	Two spaces per teacher or adult supervisor.
b. Elementary or junior high school	One space for each teach station plus one space for every eight seats or for every 42 square feet of eating area where there are no fixed seats in the auditorium.
c. Senior high	One and one-half spaces for each teaching station, plus one space for every six fixed seats or for every 28 square feet of seating area where there are no fixed seats in the auditorium.
4. Commercial Types	
a. Retail establishments, except as otherwise specified in this code	One space for each 175 square feet of retail floor area.

b. Retail store exclusively handling bulky merchandise such as automobiles and furniture	One space per 600 square feet of floor area.
c. Service or repair establishment	One space per 600 square feet of floor area.
d. Barber and beauty shops	One space for each 100 square feet of gross floor area.
e. Bowling alleys	Six spaces for each bowling lane.
f. Office buildings, businesses, and professional offices	One space for every 300 square feet of gross floor area.
g. Recreational and entertainment establishments	
aa. Spectator type auditoriums, assembly halls, theaters, stadiums, places of public assembly	One for each four seats
bb. Participating type skating units, dance halls, etc.	One space for each 100 feet of gross floor area.
5. Industrial Type	
a. Industrial uses, except as otherwise specified in this code.	One space per 200 square feet of floor space plus one space for every four seats.

Section 13.120 Parking Requirements for Uses Not Specified. The parking space requirements for buildings and uses not set forth herein shall be determined by the Planning Commission and such determination shall be based upon the requirements for the most comparable building or use specified herein.

Section 13.130 Common Facilities for Mixed Uses.

1. In the case of mixed uses, the total requirements for off-street parking shall be the sum of the requirements for the various uses. Off-street parking facilities for one use shall not be considered as providing parking facilities for any other use except as provided in paragraph 2, Joint Use of Parking Facilities.
2. Joint Use of Parking Facilities. The Planning Commission may, upon application, authorize the joint use of parking facilities required by said uses and any other parking facility, provided that:
 - a. The applicant shows that there is no substantial conflict in the principal operating hours of the building or use for which the joint use of parking facilities is proposed;
 - b. The parking facility for which joint use is proposed is no further than 400 feet from the building or use required to have provided parking; and
 - c. The parties concerned in the joint use of off-street parking facilities shall evidence agreement for such joint use by a legal instrument approved by the City Attorney as to form and content. Such instrument, when approved as conforming to the provisions of this code, shall be recorded in the office of the County Recorder and copies thereof filed with the City Recorder.

Section 13.140 Parking Area Improvements. All public or private parking areas, which contain four or more parking spaces, and outdoor vehicle sales area, shall be improved according to the following:

1. All parking areas shall have a durable, dust-free surfacing of asphaltic concrete, Portland cement, concrete, or other approved materials.
2. All parking areas, except those in conjunction with a single-family or two-family dwelling, shall be graded so as not to drain storm water over the public sidewalk or onto any abutting public or private property.
3. All parking areas, except those required in conjunction with a single-family or two-family dwelling, shall provide a substantial bumper or curb stop which will prevent cars from encroachment on abutting private or public property.
4. All parking areas and service drives shall be enclosed along any interior property which abuts any residential district, with a 70 percent opaque, site-obscuring fence, wall, or hedge not less than three (3) feet nor more than six (6) feet in height, but adhering to the visual clearance and front and interior yard requirements established for the district in which it is located. If the fence, wall, or hedge is not located on the property line, said area between the fence, wall, or hedge and the property line shall be landscaped with lawn or low-growing evergreen ground cover, or vegetable or rock mulch. All plant vegetation in this area shall be adequately maintained by a permanent irrigation system, and said fence, wall, or hedge shall be maintained in good condition. Screening or plantings shall be of such size as to provide the required degree of screening within 24 months after installation. Adequate provisions shall be maintained to protect walls, fences, or plant materials from being damaged by vehicles using said parking area.
5. Any lights provided to illuminate any public or private parking area or vehicle sales area shall be so arranged as to reflect the light away from any abutting or adjacent residential district or use.
6. All parking spaces shall be appropriately and substantially marked.

Section 13.150 Parking Space Dimensions.

1. Parking Table. The following table provides the minimum dimensions of public or private parking areas, except single-family or two-family dwellings on a single lot, based on the diagram where "A" equals the parking angle, "B" equals the stall width, "C" equals the minimum stall depth, "D" equals the minimum clear aisle width, "E" equals the stall distance at bay side, "F" equals the minimum clear bay width, and "G" is the maximum permitted decrease in clear aisle width for private parking areas. (See Table on following page)

Section 13.160 Off-Street Loading. All loading spaces for commercial and industrial buildings and uses shall be off the street and shall be in excess of required parking spaces. All loading spaces shall be approved by the Planning Commission. No loading space or dock shall be

located in a manner which will cause vehicles being served to project into the required front *yard*.

Comment: The off-street parking standards are similar to those adopted in many Oregon Cities. We recommend no changes to the off-street parking standards.

A	B	C	D	E	F	G
Parallel	8'0"		12.0	22.0	20.0	2
20°	8'0"	13.6	11.0	23.4	24.6	1
	8'6"	14.1	11.0	24.9	25.1	
	9'0"	14.6	11.0	26.3	25.6	
	9'6"	15.1	11.0	27.8	26.1	
	10'0"	15.5	11.0	29.2	26.5	
30°	8'0"	16.0	11.0	16.0	27.0	1
	8'6"	16.4	11.0	17.0	27.4	
	9'0"	16.8	11.0	18.0	27.8	
	9'6"	17.3	11.0	19.0	28.3	
	10'0"	17.7	11.0	20.0	28.7	
45°	8'0"	18.4	14.0	11.3	32.4	3
	8'6"	18.7	13.5	12.0	32.2	
	9'0"	19.1	13.0	12.7	32.1	
	9'6"	19.4	13.0	13.4	32.4	
	10'0"	19.8	13.0	14.1	32.8	
60°	8'0"	19.7	19.0	9.2	38.7	3
	8'6"	20.0	18.5	9.8	38.5	
	9'0"	20.3	18.0	10.4	38.3	
	9'6"	20.5	18.0	11.0	38.5	
	10'0"	20.8	18.0	11.5	38.8	
70°	8'0"	19.8	20.0	8.5	39.8	3
	8'6"	20.1	19.5	9.0	39.6	
	9'0"	20.4	19.0	9.6	39.4	
	9'6"	20.6	18.5	10.1	39.1	
	10'0"	20.9	18.0	10.6	38.9	
80°	8'0"	19.2	25.0	8.1	44.2	3
	8'6"	19.3	24.0	8.6	43.3	
	9'0"	19.4	24.0	9.1	43.4	
	9'6"	19.5	24.0	9.6	43.5	
	10'0"	19.6	24.0	10.2	43.6	
90°	8'0"	18.0	26.0	8.0	44.0	3
	8'6"	18.0	25.0	8.5	43.0	
	9'0"	18.0	24.0	9.0	42.0	
	9'6"	18.0	24.0	9.5	42.0	
	10'0"	18.0	24.0	10.0	42.0	

REVIEW OF SUBDIVISION ORDINANCES

The following sections provide the full text of transportation-related sections of the revised Lakeside Subdivision Ordinances and comments on their consistency with the Transportation Planning Rule. The City will conduct hearings on the revised subdivision ordinances in August, 1995.

ARTICLE 1: ADMINISTRATIVE PROCEDURES

Section 1.400 Definitions{tc "Section 1.400 Definitions"\l}. As used herein, the following words shall mean:

13. Pedestrian Way. A right-of-way for pedestrian traffic.
17. Reserve Strip or Street Plug. A strip of land in a roadway which serves to limit or restrict access to dedicated public right-of-ways.
18. Right-of-Way. The area between boundary lines of a street or other easement.
19. Roadway. The portion or portions of a street right-of-way developed for motorized vehicle traffic.
20. Sidewalk. A pedestrian way where vehicular traffic is prohibited.
21. Street. A public or private way that is created to provide ingress or egress for persons to one or more lots, parcels, areas or tracts of land, excluding a private way that is created to provide ingress or egress to such land in conjunction with the use of such land for forestry, mining or agricultural purposes. A street may be designated as a "road", "highway", "lane", "avenue", "alley", or other similar designations.
 - a. Alley. A narrow street through a block primarily for access by service vehicles to the back or side of properties fronting on another street.
 - b. Arterial. A street of considerable continuity which is primarily a traffic artery for intercommunication among large areas.
 - c. Collector. A street supplementary to the arterial street system and a means of intercommunication between this system and smaller areas; used partly by through traffic and partly for access to abutting properties.
 - d. Cul-de-sac (dead end street). A short street with one end open to traffic and the other terminated by a vehicle turn around.
 - e. Half Street. A portion of the width of a street, usually along the edge of a subdivision, where the remaining portion of a street could be provided in another subdivision.

- f. Marginal Access Street. A minor street parallel and adjacent to a major arterial street providing access to abutting property, but protected from through traffic.
- g. Minor Street. A street intended exclusively for access to abutting properties.

Comment: These definitions are consistent with standard definitions.

ARTICLE 3: SUBDIVISION PLAT REQUIREMENTS

Section 3.550 Information on Final Plat{tc "Section 3.550 Information on Final Plat"\1}. In addition to that otherwise specified by law, the following information shall be shown on the final plat:

- 6. Tract boundary lines, right-of-way lines and center lines of streets; lot and block lines with dimensions, bearings or deflection angles and radii arcs, points of curvature and tangent bearings. Tract boundaries and street bearings shall be shown to the nearest 30 seconds with basis of bearings. All distances shall be shown to the nearest 0.01 feet. No ditto marks may be used.
- 7. The width of the portion of streets being dedicated, the width of any existing right-of-way, and the width on each side of the center line. For streets on curvature, curve data shall be based on the street and central angle and tangent distance shall be indicated.
- 8. Easements denoted by fine dotted lines, clearly identified and, if already of record, their recorded reference. If an easement is not definitely located of record, a statement of the easement shall be given. The width of the easement, its length and bearing, and sufficient ties to locate the easement with respect to the subdivision must be shown. If the easement is being dedicated by the map, it shall be properly referenced in the owner's certificates of dedication.

Comment: Section 3.550 requires detailed street information to be submitted with subdivision plats. We recommend no changes to this section.

Section 3.700 Agreement for Improvements{tc "Section 3.700 Agreement for Improvements"\1}. Before Planning Commission approval is certified on the final plat the subdivider shall either install requirement improvements and repair existing streets and other public facilities damaged in the development of the subdivision or execute and file with the City Recorder an agreement between himself and the City, specifying the period within which required improvements and repairs shall be completed. The agreement shall provide that if the work is not completed within the period specific, the City may complete the work and recover the full cost and expense thereof from the subdivider. The agreement shall also provide for reimbursement of the City for the cost of City inspection. The agreement may provide for the construction of the improvements in units, for an extension of time under specified conditions, and for the termination of the agreement upon which the establishment of an assessment district for the construction of improvements.

Comment: Section 3.700 requires developers to enter into agreements with the City to provide required transportation improvements. This is a standard provision in subdivision ordinances.

ARTICLE 4: LAND DIVISION

Section 4.100 Land Partitioning Procedure for Approval

Land partitioning creating a road or street and not more than three lots shall be known as a major partition. Land partitioning either major or minor shall be approved under the following procedure.

- f. Lot layout, showing size and relationship to existing or proposed streets and utility easements.
2. Under the following circumstances the city representative or Planning Commission may approve minor partitions following routine administrative review:
 - b. All parcels have road access;

Comment: This ordinance requires a map of streets with partition applications.

ARTICLE 5: APPROVAL OF STREETS AND WAYS

Section 5.100 Creation of Streets

1. The creation of a public street and the resultant separate land parcels shall be in conformance with the requirements for subdivision unless any of the following conditions exist:
 - a. The establishment of the public street is initialed by the City Council or Board of County Commissioners and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street.
 - b. The tract in which the street is to be dedicated is an isolated ownership of one acre or less of such size and characteristic as to make it impossible to develop building sites for more than three dwelling units.
2. In those cases where approval of a street may be given without full compliance with the regulations applicable to the subdivision, a copy of the proposed deed shall be submitted to the appointed city representative at least five days prior to the Planning Commission meeting at which consideration is desired. The deed and such information as may be submitted shall be reviewed by the Planning Commission and, of not in conflict with the standards of Section 24-29 of these regulations, shall be approved with

such conditions as are necessary to preserve these standards. The deed and such information shall also require approval by the City Council.

Section 5.200 Creation of Ways

The Planning Commission may approve an easement of way to be established by deed without fully compliance with these regulations provided such an easement is the only reasonable method by which a portion of a lot large enough to warrant partitioning into two parcels may be provided with access. if the existing lot is large enough so that two or more parcels not having frontage on an existing lot may be created, an easement of way will not be acceptable and a street must be dedicated.

Comment: Article 5 specifies criteria for approval of new streets and ways in Lakeside. We recommend no changes to these standards.

ARTICLE 6. DESIGN STANDARDS

Section 6.200 Streets

1. General. The location, width and grade of streets shall be considered in their relation to existing and planned streets, topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets. Where location is not shown in a development plan, the arrangement of streets in a subdivision shall either:
 - a. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
 - b. Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuation or conformance to existing streets impractical.
2. Design Standards. The design standards as tabulated herein, shall be used for all street designs within the city. The design standards shall include paved streets with such appurtenances as curbs, sidewalks, storm drainage, lighting and other amenities. Minimum dimensions and criteria are listed in Table 1. Where existing conditions such as topography or in the size or shape of land parcels make it otherwise impractical to provide these minimum standards, the Planning Commission may make exception to these standards in accordance with the variance procedure requirements in Section 25.
3. Reserve strips. Reserve strips or street plugs controlling the access will not be approved unless necessary for the protection of the public welfare or of substantial property rights and in these cases they may be required. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the city under conditions approved by the Planning Commission.
4. Alignment. As far as practical, all streets other than minor streets and cul-de-sacs, shall be in alignment with existing streets by continuations of the center lines thereof.

Staggered street alignments resulting in "T" intersections shall wherever practical leave a *minimum distance* as listed in Table 1 between the center lines of streets.

5. Future extension of streets, Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without a turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extensions.
6. Existing streets. Wherever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision.
7. Half streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision, when in conformity with the other requirements of these regulations, and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such a tract. Reserve strips and street plugs may be required to preserve the objective of half streets.
8. Cul-de-sacs. A cul-de-sac shall have a maximum length of 400 feet and serve no more than 18 single-family dwellings. All cul-de-sacs shall terminate with a turnaround. Minimum radius to property line 65 feet, to pavement 55 feet.
9. Street names. Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the names of existing streets. Street names and numbers shall conform to the established pattern of the city and the surrounding area, and be subject to the approval of the Planning Commission.
10. Grades and Curves. grades shall not exceed 7 percent on arterials, 10 percent on collector streets, or 12 percent on any other streets, grades up to, but not exceeding 20 percent shall be allowable where topography and lot size would prohibit lesser grades. In flat areas allowance shall be made for finished street grades having a minimum slope of 1/2 percent. Center line radii of curves shall be less than 300 feet on major arterials, 200 feet on secondary arterials, or 100 feet on other streets, and shall be to an even 10 feet.
11. Street adjacent to railroad right-of-way. Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way, provision may be required for 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 between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way.
12. Marginal access streets. Where a subdivision abuts, or contains an existing or proposed arterial street, the planning commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a nonaccess reservation

along the rear or side property line, or other treatment necessary for adequate protection of residential properties and to afford separation of through and local traffic.

13. Alleys. Alleys shall be provided in commercial and industrial districts, unless other permanent provision for access is designated by the Planning Commission. The Corners of alley intersections shall have a radius of not less than 12 feet.
14. Pavement characteristics. Minimum thickness for asphaltic concrete and concrete pavement along with their corresponding base rock requirements are listed in Table 2. Variations in thickness may occur when specific site conditions are considered.

**Table 1
Street Design Standards**

Characteristics	Arterial	Collector	Local	Alley
Right-of-way width	80'	60'	50'-60'	20'
Pavement width	48'	36'	28'-36'	20'
Sidewalk width	5'	5'	5'	
Minimum grade	0.5%	0.5%	0.5%	
Maximum grade	5%	7%	12%	
Minimum center line radius	600'	300'	150'	
Minimum tangent between curves of reverse alignment	300'	200'	100'	
Minimum distance between street intersections same side	400'	300'	200'	
opposite side	300'	200'	100'	
Curb radius at intersection	30'	20'	15'	
Minimum angle of street intersections	75°	75°	75°	
Minimum sight distance	350'	275'	200'	

**Table 2
Pavement Thickness**

Material	Arterial	Collector	Local
Asphalt concrete pavement	4"	3"	2"
Aggregate base	2"	2"	2"
Aggregate sub-base	10"	8"	6"
Concrete pavement	8"	7"	6"

Aggregate base	2"	2"	2"
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Section 6.300 Blocks

1. General. The length, width, and shape of block shall take into account the need for adequate lot size and street width and shall recognize the limitations of the topography.
2. Size. No block may be more than 1,000 feet in length between street corner lines unless it is adjacent to an arterial street or unless the topography or the location of adjoining streets justifies an exception.
3. Easements.
 - a. Utility lines. Easements for sewers, water mains, electric lines, or other public utilities shall be dedicated whenever necessary. The easements shall be at least 15 feet wide and centered on rear or side lot lines.
 - b. Water courses. If a subdivision is traversed by a water course such as a drainage way, channel, or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of the water course, and such further width as will be adequate for the purpose of maintenance. Streets or park-ways parallel to major water course may be required.
 - c. Pedestrian ways. When desirable for public convenience, pedestrian ways may be required to connect cul-de-sacs or to pass through unusually long or oddly shaped blocks.

ARTICLE 7: REQUIRED IMPROVEMENTS

Section 7.200 Lakeside Plan, Specifications for Improvements. The appointed city representative shall prepare and submit to the City Council specifications for the construction of streets and alleys, construction of curbs and gutters, dedication of slope easements for streets and alleys, construction of drainage facilities and construction of pedestrian ways in subdivisions and partitions. Such specifications shall conform to engineering standards for the improvements concerned.

Comment: Article 6 specifics design standards for streets in Lakeside. These design standards were developed by HGE Engineering in 1986 as a part of the first Lakeside Street Improvement Plan. We recommend no changes to the existing street standards.

Section 7.300 Improvements in Subdivisions

The following improvements shall be installed at the expense of the subdivider and at the time of the subdivision:

1. Streets. Public streets, including alleys, within the subdivision and public streets adjacent but only partially within the subdivision shall be improved according to the city standards. Catch basins shall be installed and connected to drainage tile leading to storm sewers or drainage ways. Upon completion of the street improvements, monuments shall be reestablished and protected and all points of curvature and points of tangency of their center line.
5. Sidewalks. Sidewalks shall be installed on both sides of a public street and in any special pedestrian way within the subdivision, except that in the case of primary or secondary arterials, or special type industrial districts, the Planning Commission may approve a subdivision without sidewalks if alternative pedestrian routes are available; and provided further that in the case of streets serving residential areas having single-family dwellings located on lots equivalent to two and one-half or less dwellings per gross acre, the requirement of sidewalks shall not apply, provided there is no evidence of special pedestrian activity along the streets involved.
6. Bicycle routes. If appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths.
7. Street name signs. Street name signs shall be installed and shall be served from an underground source of supply.
8. Street lights. Street lights shall be installed and shall be served from an underground source of supply.

Comment: Section 7.300(1) requires dedication of streets, sidewalks, and street lights in subdivisions. We recommend no changes to this section.

Section 7.300(5) addresses sidewalks in subdivisions. The proposed language leaves the Planning Commission considerable discretion with respect to requiring sidewalks in new subdivisions. The way this section is worded, the Commission could allow any subdivision in Lakeside to be built without sidewalks. We recommend the City consider stronger language that would require sidewalks or dedicated pedestrian ways to be required as a part of all new subdivisions. Further, we recommend the City explore the feasibility of providing pedestrian routes in all existing subdivisions in Lakeside.

Section 7.300(6) addresses bicycle routes. Bicycle routes are left to the discretion of the Planning Commission. We recommend the City consider a stronger standard that would require provision of bicycle routes linking new subdivisions with existing bikeways. Another option would be to require bicycle routes along all new arterials and collectors.