

CHAPTER 14

TRANSPORTATION STANDARDS

SECTION 1: PURPOSE AND INTENT

The purpose and intent of this section is to ensure effective, efficient and safe design of motorized and non-motorized transportation facilities through the adoption of criteria as outlined in the City's Comprehensive Plan. The following specifies criteria for all development as stated herein. This chapter is intended to serve the following purposes:

- a) Maintain functional roadway capacity and travel speeds by requiring traffic analyses for new development to determine the need for transportation improvements;
- b) Promote safe and well-designed traffic patterns and enhance functional roadway capacity by maintaining standards for access control;
- c) Provide adequate parking and loading spaces for specific uses within the City;
- d) Establish design standards for traffic areas which promote safe and logical traffic patterns;
- e) Provide for construction of bike paths and sidewalks to maintain safe bicycle and pedestrian movements and to encourage alternative modes of transportation; and
- f) Establish right-of-way widths and protection of rights-of-way within the City network.

g) Purpose and Intent.

The purpose of this ordinance is to establish a method whereby the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors, to be known as the Proportionate Fair-Share Program, as required by and in a manner consistent with §163.3180(16), Florida Statutes. This ordinance also provides methods and procedures for Lake County and the City of Umatilla ("City") to coordinate the Proportionate Fair-Share Program.

SECTION 2: GENERAL PROVISIONS

- a) Traffic Analysis Required.

New development proposed within the City shall be required to provide a traffic analysis in accordance with the requirements for concurrency review in Chapter 4, "Concurrency Management System.", of this Code.

b) Transportation Improvements Required.

1) Turn Lanes.

Turn lanes consist of left turn lanes and right turn lanes (deceleration lanes). Turn lanes shall be installed on the road which is being accessed at the proposed entrance(s) to the development, as deemed necessary by the City Clerk or designee. The City Clerk or designee may also require turn lanes at adjacent or nearby intersections in lieu of, or in addition to, turn lanes at the development entrances.

Conditions which are to be considered in determining the need for turn lanes include the following:

- A) If the property accessing the road is projected to generate five hundred (500) or more vehicle trips per day, or fifty (50) vehicle trips in any hour;
- B) If a traffic analysis indicates that turn lanes would be necessary to maintain capacity on fronting roads and/or on adjacent or nearby intersections;
- C) If entrances are proposed at locations where grade, topography or other unusual conditions, including traffic, indicate that turn lanes would be needed for traffic safety.

The need for turn lanes to accommodate right turn movements and left turn movements shall be based upon anticipated traffic distribution and projected turning movement volumes among other considerations, including traffic safety.

c) Major Driveway – Signalized. Any major drive requiring a traffic signal shall conform to those warrants specified in the Manual of Uniform Traffic Control Devices (MUTCD) in addition to the following minimum requirements:

- 1) The installation of any traffic signal shall be subject to the approval of the appropriate jurisdiction responsible for the roadway upon which the signal is to be installed.
- 2) A continuous right turn lane shall be provided at all driveway locations where posted speeds are 35 mph or greater and the total driveway volume of the development meets or exceeds twenty (20) percent of the one way directional flow on the street from which the driveway is provided access.

- d) Traffic Control Signs. Traffic control signs shall be provided on-site and off-site in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).
- e) Pavement Markings. Pavement markings shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).
- f) Classification of Streets. For purposes of this Code, streets shall be classified as they are identified for Functional Classification in the Comprehensive Plan. The City Council may, by subsequent resolution(s), designate, identify, and/or classify certain streets or roads as being arterial, major collector, minor collector or local streets.

SECTION 3: PROPORTIONATE FAIR SHARE PROGRAM
Ord 2006-L adopted November 21, 2006.

Section 3(1). Applicability.

The Proportionate Fair-Share Program shall apply to all proposed developments in the City that have been notified by the City Manager or his designee of a lack of capacity to satisfy transportation concurrency on a transportation facility in the County Concurrency Management System (CMS) or the CMS of the City, including transportation facilities maintained by FDOT, Lake County, City, or another jurisdiction, that are relied upon for concurrency determinations, pursuant to the requirements of Section 4 of this Ordinance. The Proportionate Fair-Share Program does not apply to developments exempted from concurrency as may be provided herein or by state law. Ord 2006-L adopted November 21, 2006.

Section 3(2). Definitions.

Concurrency is defined as: “transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the local government approves a building permit or its functional equivalent that results in traffic generation”(§163.3180(2)(c), F.S.).

De minimis is defined as: an impact that would not affect more than one (1) percent of the maximum service volume at the adopted level of service of the affected transportation facility as determined by the local government.

County is defined as Lake County.

Municipality is defined as any affected municipality within Lake County.

SIS is a Strategic Intermodal System as defined in section 339.64, Florida Statutes.

Section 3(3). General Requirements.

1. An applicant may choose to satisfy the transportation concurrency requirements of the County or City or both by making a proportionate fair-share contribution, pursuant to the following requirements:

- a. The five-year schedule of capital improvements in the Capital Improvements Element (CIE) or the long-term schedule of capital improvements for the long-term CMS includes a transportation improvement(s) that, upon completion, will satisfy the then existing requirements of the applicable CMS. The provisions of Section 106-5(4)(2) of this chapter may apply if a project or projects needed to satisfy concurrency are not presently contained within the applicable CIE(s) or the adopted long-term schedule of capital improvements.
 - b. A proportionate share contribution may involve the addition of transportation capacity through several means including but not limited to: the physical widening and/or reconstruction of a roadway to add capacity; or where the primary roadway is constrained or widening is no longer desired, the addition of transportation capacity could involve creating new reliever roadways; new network additions; contributing to new transit capital facilities (e.g., bus rapid transit corridor, etc.); contributing to the expansion of bus fleets to increase service frequency; or any other means determined by City to add transportation capacity sufficient to mitigate impacts.
2. City may choose to allow an applicant to satisfy transportation concurrency through the Proportionate Fair-Share Program by approving the applicant's contribution to an improvement or improvements that, upon completion, will satisfy the requirements of the applicable CMS, but is not contained in the five-year schedule of capital improvements in the CIE(s) or a long-term schedule of capital improvements for an adopted long-term CMS, where the following apply:
 - a. City adopts, by ordinance, a commitment to add the improvement to the schedule of capital improvements in the CIE or long-term schedule of capital improvements for an adopted long-term CMS no later than the next regularly scheduled update. To qualify for consideration under this section, the proposed improvement must be reviewed by the appropriate jurisdictions and agencies and must be determined to be financially feasible pursuant to §163.3180(16) (b) 1, F.S., consistent with the comprehensive plan, and in compliance with the provisions of this ordinance.

Financial feasibility for this section means that additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed 10 years to fully mitigate impacts on the transportation facilities. If a transportation facility proposed for the Proportionate Share Program is under the jurisdiction of another entity, such as the County or FDOT, the proposed capacity improvement shall be included in the five-year Work Program of that jurisdiction or, in the case of the County and when the improvement is not in the Work Program, through resolution or ordinance, there shall be an adoption of a commitment to add the improvement to the schedule of capital improvements in the CIE or long-term schedule of

capital improvements for an adopted long-term CMS no later than the next regularly scheduled update.

- b. If the funds allocated for the schedule of capital improvements in the CIE are insufficient to fully fund construction of a transportation improvement required by the CMS, the City may still enter into a binding proportionate fair-share agreement with the applicant. The agreement may authorize construction of that amount of development if the proportionate fair-share amount in such agreement is determined to be sufficient to pay for one or more improvements that will, in the opinion of the governmental entity or entities maintaining the transportation facilities, significantly benefit the impacted transportation system. The improvement or improvements funded by the proportionate fair-share component must, for each affected local jurisdiction, be adopted into the capital improvements schedule of the comprehensive plan or the long-term schedule of capital improvements for an adopted long-term concurrency management system at the next annual capital improvements element update.
3. Any improvement project proposed to meet the developer's fair-share obligation must meet design standards of the state or local governmental agency maintaining the improvement(s).
4. Pursuant to Chapter 163.3177, F.S., the CIE must include transportation improvements included in the Lake-Sumter Metropolitan Planning Organization (MPO) Transportation Improvement Plan (TIP) to the extent that such improvements are relied upon to ensure concurrency and financial feasibility. If City relies upon scheduled improvements to a County facility to ensure concurrency and financial feasibility, the scheduled improvements from the County's Work program must be included in the City's CIE. All CIEs must also be coordinated with the adopted Lake-Sumter MPO's Long Range Transportation Plan (LRTP) for planning purposes.

Section 3(4). Intergovernmental Coordination.

1. In the interest of intergovernmental coordination and to reflect the shared responsibilities for managing development and concurrency, City may enter into an agreement with one or more adjacent local governments to address cross-jurisdictional impacts of development on regional transportation facilities. Such agreement shall provide for application of the methodology in this section to address the cross-jurisdictional transportation impacts of development.
2. A development application shall be subject to this section when a transportation concurrency determination is made by City that indicates the development will have an adverse impact on the adopted level of service standard on one or more facilities in a neighboring jurisdiction.

3. Upon identification of an impacted facility, City shall notify the applicant and the other affected jurisdictions in writing of the potential proportionate fair-share agreement, based on the projected impacts of the proposed development on the adjacent facility.
4. Pursuant to policies in the Intergovernmental Coordination Element of the County and Municipality's comprehensive plan(s) and applicable policies in the Lake-Sumter MPO 2025 Long Range Transportation Plan, City, upon receipt of an application for proportionate fair-share mitigation, shall coordinate with affected jurisdictions, including FDOT, regarding mitigation to impacted facilities not under the jurisdiction of City. Proportionate fair-share contributions should be applied toward the impacted facility. However, impacted facilities within City may be maintained by an agency other than the local government executing the proportionate fair-share agreement (e.g., a county or state road within the city limits). Therefore, the City should work with other affected agencies to establish a procedure for coordinating mitigation to impacted facilities that are maintained by another agency. An interlocal agreement may be established with other affected jurisdictions for this purpose.

Section 3(5). Application Process.

1. Upon notification by the City Manager or designee of a lack of capacity to satisfy transportation concurrency, the applicant shall also be notified in writing by City of the opportunity to satisfy transportation concurrency through the Proportionate Fair-Share Program pursuant to the requirements of Section 4 of this Ordinance.
2. Prior to processing an application for a proportionate fair-share agreement, City shall conduct a pre-application meeting with all affected jurisdictions to discuss eligibility, application submittal requirements, potential mitigation options, and related issues. If the impacted facility is a state facility, then City shall invite FDOT to participate in the pre-application meeting. City shall include, for purposes of such pre-application meeting, the jurisdiction maintaining the transportation facility that is subject to the agreement, if other than City.
3. The City Manager or designee shall review the application and certify that the application is sufficient and complete within 10 business days. If an application is determined to be insufficient, incomplete or inconsistent with the general requirements of the Proportionate Fair-Share Program, then City shall notify the applicant in writing of the reasons for such deficiencies within 10 business days of submittal of the application. If such deficiencies are not remedied by the applicant within 30 days of receipt of the written notification, then the application will be deemed abandoned. The City Manager or designee may, in his discretion, grant an extension of time not to exceed 60 days to cure such deficiencies, provided that the applicant has shown good cause for the extension and has taken reasonable steps to effect a cure.

4. Pursuant to §163.3180(16) (e), F.S., proposed proportionate fair-share mitigation for development impacts to facilities on the SIS requires the approval of FDOT. Accordingly, City shall require the applicant to submit evidence of an agreement between the applicant and the FDOT for inclusion in the proportionate fair-share agreement.
5. When an application is deemed sufficient, complete, and eligible by City Manager or his designee, the applicant shall be advised in writing and a proposed proportionate fair-share obligation and binding agreement will be prepared by the City and delivered to the appropriate parties for review, including a copy to the FDOT for any proposed proportionate fair-share mitigation on a SIS facility, no later than 60 days from the date at which the applicant received the notification of a sufficient application and no fewer than 14 days prior to the City Council meeting at which the agreement is to be considered.
6. City shall notify the applicant of the date of the City Council meeting at which the agreement will be considered for final approval. No proportionate fair-share agreement will be effective until approved by the City Commission.

Section 3(6). Determining Proportionate Fair-Share Obligation.

1. Proportionate fair-share mitigation for concurrency impacts may include, without limitation, separately or collectively: private funds, contributions of land, and construction of and contribution of facilities.
2. A development shall not be required to pay more than its proportionate fair-share. The fair market value of the proportionate fair-share mitigation for the impacted facilities shall not differ regardless of the method of mitigation.
3. The methodology used to calculate an applicant's proportionate fair-share obligation shall be as provided for in Section 163.3180 (12), F. S., as follows:

$$\text{Proportionate Fair-Share} = \Sigma[(\text{Development Trips}_i) / (\text{SV Increase}_i)] \times \text{Cost}_i]$$

Where:

Development Trips_i = Those trips from the stage or phase of development under review that are assigned to roadway segment "i" and have triggered a deficiency per the CMS; only those trips that trigger a concurrency deficiency will be included in the proportionate fair-share calculation;

SV Increase_i = Service volume increase contributed by the eligible improvement to roadway segment "i";

Cost_i = Adjusted cost of the improvement to segment "i". Cost shall include all improvements and associated

costs, such as design, right-of-way acquisition, planning, engineering, inspection, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.

- a. For the purposes of determining proportionate fair-share obligations, the City shall determine improvement costs based upon the actual cost of the improvement as obtained from cost estimates contained in the CIE, the Lake County Transportation Construction Program or the FDOT Work Program, as deemed applicable by City. Where such information is not available, improvement cost shall be determined by the following method: an analysis conducted by the jurisdiction maintaining the facility of costs by cross section type that incorporates data from recent projects and is updated annually and approved by such maintaining jurisdiction. In order to accommodate increases in construction material costs, project costs shall be adjusted.
4. If City has accepted an improvement project proposed by the applicant, then the value of the improvement shall be determined using one of the methods provided in this section.
5. If City has accepted right-of-way dedication for the proportionate fair-share payment, credit for the dedication of the non-site related right-of-way shall be valued on the date of the dedication at 120 percent of the most recent assessed value by the Lake County property appraiser or, at the option of the applicant, by fair market value established by an independent appraisal approved by City and at no expense to City. The applicant shall supply a survey and legal description of the land and a certificate of title or title search of the land to City at no expense to City. If the estimated value of the right-of-way dedication proposed by the applicant is less than City's calculation of the total proportionate fair-share obligation for that development, then the applicant shall pay the difference. Prior to purchase or acquisition of any real estate or acceptance of donations of real estate intended to be used for the proportionate fair-share, public or private partners should contact the FDOT for essential information about compliance with federal law and regulations.

Section 3(7). Impact Fee Credit for Proportionate Fair-Share Mitigation.

1. Proportionate fair-share contributions shall be applied as a credit against impact fees to the extent that all or a portion of the proportionate fair-share mitigation is used to address the same capital infrastructure improvements contemplated by any transportation impact fee ordinance.
2. Impact fee credits for the proportionate fair-share contribution shall be determined by the local government assessing the impact fees when the transportation impact fee obligation is calculated for the proposed development. Impact fees owed by the applicant will be reduced per the Proportionate Fair-Share Agreement per the Impact

Fee Ordinance of the jurisdiction within which the affected roadway facility lies, and if the facility lies within more than one jurisdiction, the impact fee credits shall be prorated accordingly. If the applicant's proportionate fair-share obligation is less than the development's anticipated road impact fee for the specific stage or phase of development under review, then the applicant or its successor shall pay the remaining impact fee amount to the County and any other jurisdiction entitled to collect impact fees pursuant to the requirements of the applicable impact fee ordinances.

3. The proportionate fair-share obligation is intended to mitigate the transportation impacts of a proposed development at a specific location. As a result, any road impact fee credit based upon proportionate fair-share contributions for a proposed development cannot be transferred to any other location unless provided for within the local impact fee ordinance.

Section 3(8). Proportionate Fair-Share Agreements.

1. Upon execution of a proportionate fair-share agreement City shall provide the applicant with a certificate of concurrency. Should the applicant fail to apply for a development order within 12 months of the execution of the Agreement, then such certificate of concurrency shall be considered null and void, and the applicant shall be required to reapply for a concurrency determination. In addition, if the proposed development's impacts were the only impacts causing the potential deficient operation of the facility, the specific project may be removed from the CIE.
2. Payment of the proportionate fair-share contribution is due in full prior to issuance of the final development order which for the purposes of this section shall be recording of the final plat if the property to be developed is being subdivided, approval of the final site plan for a development which entails multiple residential or commercial units but is not being subdivided, and issuance of a building permit if the development consists of a single use structure on land not being subdivided. Once paid, contributions shall be non-refundable. If the payment is submitted more than six (6) months from the date of execution of the Agreement, then the proportionate fair-share cost shall be recalculated at the time of payment based on the best estimate of the construction cost of the required improvement at the time of payment, pursuant to Section 7 of this Ordinance and adjusted accordingly.
3. All transportation improvements undertaken by the developer authorized under this ordinance must be completed prior to issuance of a final development order, or as otherwise established in a binding agreement that is accompanied by a security instrument sufficient to ensure the completion of all required improvements.
4. Dedication of necessary right-of-way for facility improvements pursuant to a proportionate fair-share agreement must be completed prior to City's approval of a final plat or final development order.

5. Any requested change to a development project subsequent to a development order may be subject to additional proportionate fair-share contributions to the extent that the proposed change would generate additional traffic that would require mitigation.
6. Applicants may submit a letter to withdraw from the proportionate fair-share agreement at any time prior to the execution of the agreement. The application fee and any associated advertising costs to the County or City will be non refundable.
7. City may enter into proportionate fair-share agreements for selected corridor improvements to facilitate collaboration among multiple applicants on improvements to a shared transportation facility.

Section 3(9). Appropriation of Fair-Share Revenues.

1. Proportionate fair-share revenues shall be placed in the appropriate project account for funding of scheduled improvements in City's CIE, or as otherwise established in the terms of the proportionate fair-share agreement. At the discretion of the City, proportionate fair-share revenues may be used for operational improvements prior to construction of the capacity project from which the proportionate fair-share revenues were derived. Proportionate fair-share revenues may also be used as the 50% local match for funding under the FDOT Transportation Regional Incentive Program (TRIP).
2. In the event a scheduled facility improvement is removed from the CIE, then the revenues collected for its construction may be applied toward the construction of another improvement within that same corridor or sector that would mitigate the impacts of development pursuant to the requirements of Section 106-5(4)(2)(b) of this chapter.
3. Where an impacted regional facility has been designated as a regionally significant transportation facility on the Lake-Sumter MPO Regionally Significant Corridors Map, then the City may coordinate with other impacted jurisdictions and agencies to apply proportionate fair-share contributions and public contributions to seek funding for improving the impacted regional facility under the FDOT TRIP. Such coordination shall be ratified by the City through an interlocal agreement that establishes a procedure for earmarking of the developer contributions for this purpose.
4. Where an applicant constructs a transportation facility that exceeds the applicant's proportionate fair-share obligation calculated under Section 7 of this Ordinance, the City, at City's option, shall reimburse the applicant for the excess contribution using one or more of the following methods:
 - a. An impact fee credit account may be established for the applicant in the amount of the excess contribution, a portion or all of which may be assigned and reassigned under the terms and conditions acceptable to City;
or

- b. An account may be established for the applicant for the purpose of reimbursing the applicant for the excess contribution with proportionate fair-share payments from future applicants on the facility.
- c. The City may compensate the applicant for the excess contribution through payment or some combination of means acceptable to both City and applicant.

SECTION 4: **ACCESS CONTROL** *renumbered from Section 3; Ord 2006-L*

a) In General.

The following regulations are designed to promote the safety of vehicular and pedestrian traffic, minimize traffic congestion, promote roadside aesthetics and enhance the functional capacity of roads and highways in the City of Umatilla. These regulations shall be in addition to those imposed by the Florida Department of Transportation (Rule Chapters 14-96 and 14-97, F.A.C., as amended) and Lake County (Ordinance 1991-13) on roads under their jurisdiction. A pre-application with the City Clerk or designee is recommended to determine the regulations applicable to a particular development.

When proposed projects will front on City streets, the City may require the use of joint driveways and/or cross-access easements in order to minimize the number and maximize the spacing of access connections.

b) Cross-Access Easements

Whenever cross-access corridors, coordinated or joint parking designs are provided to accomplish access management, each applicant for development approval shall provide such easements or agreements as may be necessary to ensure that adjoining properties shall be appropriately connected in order to implement a unified system allowing general cross-access to and from the other properties in the affected area. Such easements or agreements shall be recorded in the Public Records of Lake County and shall constitute a covenant running with the land.

c) Distance Between Access Point and Property Line.

The minimum distance between the nearest edge of an access drive and any property line without a cross-access easement shall be as follows:

<u>MAJOR LAND USE</u>	<u>MINOR ARTERIAL</u>	<u>COLLECTOR</u>	<u>COLLECTOR</u>	<u>LOCAL</u>
Residential	*	*	7.5'	5'
Commercial	25'	20'	15'	10'
Industrial	25'	22.5'	17.5'	10'

*Undesirable uses on roads of this classification and generally not permitted.

d) Width and Radii of Access Drives.

Width of two-way driveway access and radii shall be within the dimensions specified below. Actual width and radii shall be based on: Classification of the roadway; number of entrances to the parcel; and, expected traffic demand, including truck traffic.

<u>LAND USE</u>	<u>WIDTH</u>		<u>RADIUS</u>	
	<u>MIN.</u>	<u>MAX.</u>	<u>MIN.</u>	<u>MAX.</u>
Residential	20'	24'	5'	10'
Commercial	20'	30'	20'	35'
Industrial	24'	35'	25'	40'

e) Intersection Spacing.

The minimum intersection spacing shall be six hundred sixty feet (660) for minor arterial roadways, three hundred thirty feet (330) for major collector roadways, two hundred fifty feet (250) for minor collector roadways and one hundred fifty feet (150) for local roadways.

SECTION 5: **PARKING** *renumbered from Section 4; Ord 2006-L*

a) General Provisions.

1) Off-Street Parking Required. Off street parking facilities shall be provided for all development within the City pursuant to the requirements of this Code. The facilities shall be maintained as long as the use exists that the facilities were designed to serve.

2) Computation.

A) Number of Spaces. When the number of off-street spaces required by this Code results in a fractional space, the fraction of one-half (1/2) or less may be disregarded, and a fraction in excess of one-half (1/2) shall be counted as one (1) parking space.

B) Places of Public Assembly.

1) Fixed Seats and Assembly Areas. In cases where a place of assembly has both fixed seats and open assembly area, requirements shall be computed separately for each type and added together.

- 2) Benches. In Stadiums, sports arenas, churches, and other places of assembly in which those in attendance occupy benches, pews or other similar seating facilities, each eighteen (18) inches of seating facilities shall be counted as one seat.
- 3) Square Feet. Unless otherwise stated herein, square feet shall be defined as gross floor area. Gross floor area shall be the sum of the gross horizontal area of all floors of a building measured from the exterior faces of the exterior walls.

b) Required Off Street Parking Space.

- 1) Minimum Requirements. The matrix below specifies the required minimum number of off-street motor vehicle and bicycle parking spaces, the percentage of motor vehicle spaces that must be allotted for compact vehicles, and in the notes, any special requirements that may apply
- 2) Uses Not Listed. The number of parking spaces required for uses not listed in the matrix shall be determined by the City based upon information provided by the applicant. Applicable information shall include requirements for similar uses and appropriate traffic engineering and planning data, and shall establish a minimum number of parking spaces based upon the principles of this Code.
- 3) Multiple Uses. Where a combination of uses is proposed for development, parking shall be provided for each of the uses as prescribed by the matrix, unless reduction is granted pursuant to (d) (3) of this Section.
- 4) Ratio of Full Size to Compact Size. The ratio of full size to compact spaces shall be maintained for the total number of parking spaces provided. Developers may increase this ratio thus increasing the number of full size spaces, however, in no case shall the ratio of compact spaces be permitted to exceed that as specified for each use.
- 5) Matrix.

RESIDENTIAL			
USE	MINIMUM OFF STREET PARKING	RATIO OF FULL SIZE/COMPACT CARS	BICYCLE SPACES
SINGLE FAMILY (DUPLEX)	1,2 and 3 bedrooms: 2 spaces/unit (a)(b)	100/0	0

	4 + bedrooms: 3 spaces/unit (a)(b)		
MULTI-FAMILY Resident Parking	Studio: 1 space/unit 1 bedroom: 1.5 spaces/unit 2,3 or more bedrooms: 2 spaces/unit	100/0	.10 per required parking space
MULTI-FAMILY Visitor Parking	.25 spaces/unit	100/0	0

NOTES:

(a) If on-street parking is not permitted or is restricted on the unit's street frontage, then one visitor parking space shall be required. The visitor space shall be located not more than two hundred (200) feet from the unit's street frontage.

(b) Resident parking spaces may be tandem. See Section 6 of this Chapter for the definition and dimensions of a tandem space.

(c) Townhouse parking spaces may be tandem to driveways when such driveways provide access to attached garages. See Section 6 of this Chapter for the definition and dimensions of a tandem space.

COMMERCIAL

USES LOCATED IN SHOPPING CENTERS	1 space/250 square feet	75/25	.10 per required parking space
FREESTANDING COMMERCIAL AND SERVICE USES	1 space/300 square feet	75/25	.10 per required parking space

AUTO WASH (Attendant Service)	1 space/wash lane plus 2 spaces for fuel operation	75/25	0
BANK Main Office	1 space/200 square feet	75/25	.10 per required parking space
CONVENIENCE STORE WITH OR WITHOUT FUEL OPERATIONS	1 space/200 square feet	75/25	6
HOTEL, MOTEL, AND BED AND BREAKFAST INN	1 space/bedroom plus .10 per required space for employees	75/25	0
MOTOR	1 space/1000 square	75/25	0

VEHICLE/BOAT SALES	feet inside showroom plus 1 space/3000 square feet outdoor sales area		
MOTOR VEHICLE REPAIR FACILITY	1 space/service bay plus 2 spaces for fuel operation	75/25	0
MOTOR VEHICLE SERVICE CENTER: QUICK OIL CHANGE	2 spaces/service bay	75/25	0
MOTOR VEHICLE SERVICE STATION	3 spaces/service bay plus 2 spaces for fuel operation	75/25	0
MOTOR VEHICLE AND BOAT STORAGE FACILITIES	1 space/10 storage stalls plus 1 space/employee at largest shift and 2 spaces if resident manager living quarters are provided	75/25	0

PERSONAL SERVICES	1 space/150 square feet	75/25	.10 per required parking space
RESTAURANTS	1 space/3 seats, +1 space/each 2 employees	75/25	.10 per required parking space
RETAIL: FURNITURE AND APPLIANCE	1 space/500 square feet	75/25	.05 per required parking space
RETAIL: GENERAL	1 space/200 square feet	75/25	.10 per required parking space
RETAIL: GROCERY AND DRUG	1 space/200 square feet	75/25	.10 per required parking space
RETAIL: HOME BUILDING SUPPLY	1 space/250 square feet of gross floor area for retail sales plus 1 space/1,000 square feet of area devoted to bulk storage of building and landscaping	75/25	0

	materials		
RETAIL: NURSERIES AND GARDEN SUPPLY	See Retail Home Building Supply Above	75/25	0
RETAIL: VIDEO RENTALS	1 space/250 square feet	75/25	.25 per required parking space
NOTES:			
(a) Required parking in shopping centers shall be 1 space/250 square feet of area, excluding movie theaters, grocery stores, drug stores, convenience stores and health/exercise clubs. The required parking for these uses within shopping centers shall be as stated for each use herein.			

OFFICE			
OFFICE AND FINANCIAL SERVICES	1 space/200 square feet of gross leasable area	75/25	.10 per required parking space
OFFICE: MEDICAL OFFICE/CLINIC, VETERINARY CLINIC	1 space/180 square feet of gross leasable area	75/25	.05 per required parking space
INSTITUTIONAL			
CHILD CARE CENTER	1 space/state required staff person plus 1 space/5 children or 1 space/10 children if adequate drop off facilities are provided (a)	75/25	0
HOUSES OF WORSHIP, FUNERAL HOMES AND CULTURAL FACILITIES	1 space/3 seats within the main area or, if there are no fixed seats, 1 space/30 square feet of gross floor area within the main auditorium	75/25	.05 per required parking space
LIBRARY, COMMUNITY CENTER, RECREATION	1 space/100 square feet of public area	75/25	.20 per required parking space

CENTER AND OPEN FLOOR AREA USES			
NURSING HOME	1 space/employee on largest shift plus 1 space/2 beds	75/25	0
NOTES:			
(a) Drop-off facilities shall be designed to accommodate a continuous flow of passenger vehicles to load and unload children safely. The adequacy of drop-off facilities proposed shall be determined by the City based on traffic safety principles and the stacking lane requirements of this Chapter.			
EDUCATIONAL (PRIVATE)			
ADULT/VOCATION EDUCATION	1 space/staff member plus 1 space/2 adult students	75/25	.10 per required parking space
ELEMENTARY AND MIDDLE SCHOOLS	1 space/staff member plus 1 space/3 seats in largest assembly	75/25	.50 per required parking space
SENIOR HIGH SCHOOLS	1 space/staff member plus 1 space/3 students	75/25	.10 per required parking space
INDUSTRIAL			
MANUFACTURING	1 space/600 square feet of gross floor area devoted to manufacturing plus the required parking for square footage devoted to other uses	75/25	0
MINI-WAREHOUSES	1 space/10 cubicles plus continuous loading spaces clear of through traffic access plus 2 spaces/if resident manager living quarters are provided	75/25	0

WAREHOUSES: COMMERCIAL/ INDUSTRIAL DEAD STORAGE	1 space/4000 square feet	75/25	0
WAREHOUSES: CONSTRUCTION AND CONTRACTORS YARDS AND STORAGE	1 space/1000 square feet	75/25	0

ENTERTAINMENT AND RECREATION			
BARS, LOUNGES AND NIGHTCLUBS	1 space/3 seats plus 1 space/employee on largest shift	75/25	0
BOWLING ALLEYS AND POOL HALLS	4 spaces/alley plus 3 spaces/pool tables plus required parking for other uses on the site	75/25	.20 per required parking space
COMMERCIAL STABLES	1 space/5 horses boarded on site	75/25	0
GOLF: DRIVING RANGE	1 space/tee plus required parking for any other uses on site	75/25	0
GOLF: MINIATURE	3 spaces/hole plus required parking for any other uses on site	75/25	.10 per required parking space
GOLF: REGULATION	6 spaces/hole plus required parking for any other uses on site	75/25	0
HEALTH/EXERCISE CLUBS	1 space/100 square feet of public floor area (swimming pool shall be counted as floor area)	75/25	.20 per required parking space
MARINAS	1 space/boat slip plus 10 boat trailer spaces/boat ramp plus required parking for any	75/25	0

	other uses on site		
MOVIE THEATERS	1 space/3 seats plus 5 spaces for employees	75/25	.10 per required parking space
SKATING RINKS	1 space/100 square feet of public floor area	75/25	.20 per required parking space

TENNIS, HANDBALL AND RACQUETBALL FACILITIES	3 spaces/court plus required parking for any other uses on site	75/25	.20 per required parking space
VIDEO ARCADES, GAMEROOMS	1 space/200 square feet	75/25	.20 per required parking space

c) Special Parking Spaces.

- 1) Parking for handicapped Persons. Any parking area to be used by the general public shall provide suitable, marked parking spaces for handicapped persons. Accessible parking spaces serving a particular building shall be located the shortest accessible route of travel from adjacent parking to an accessible entrance. Accessible parking spaces shall be at least eleven (11) feet wide and twenty (20) feet long. An access aisle, minimum of five (5) feet is required adjacent to all accessible parking spaces, however, two spaces may share a common access aisle. The total number of required accessible spaces to be provided is as follows:

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 – 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20 plus 1 for each 100 over 1000

Parking spaces required for the handicapped may be counted as parking spaces in determining compliance with this Chapter. All spaces for the handicapped shall be paved and appropriately marked.

- 2) Bicycle Parking.
 - A) Bicycle racks or other acceptable bicycle parking devices shall:
 - 1) Be designed to allow each bicycle to be supported by its frame.
 - 2) Be designed to allow the frame and wheels of each bicycle to be secured against theft.
 - 3) Be anchored to resist removal and solidly constructed to resist damage by rust, corrosion, and vandalism.
 - 4) Be located to prevent damage to bicycle by cars.
 - 5) Be located in convenient, highly-visible, active, well-lighted areas.
 - 6) Be located so as not to interfere with pedestrian movements.
 - 7) Be located as near the principal entrance of the building as practical.
 - 8) Provide safe access from the spaces to the right-of-way or bikeway.
 - d) Adjustments to Requirements.
 - 1) Vehicle Parking Deferral.
 - A) To avoid requiring more parking spaces than actually needed to serve a development, the City may defer the provision of some portion of the off-street parking spaces required by this code if previous experience within the City for such a use or information supplied by the developer suggests that the required number of parking spaces may not be necessary. In such a case, the developer shall provide a deferred parking plan in accordance with (b) below.
 - B) A deferred parking plan:

- 1) Shall be designed to contain sufficient space to meet the full parking requirements of this Code, shall illustrate the layout for the full number of parking spaces, and shall designate which are to be deferred.
 - 2) Shall not assign deferred spaces to areas required for landscaping, transition zones, setbacks, or areas that would otherwise be unsuitable for parking spaces because of physical characteristics of the land or other requirements of this Code.
 - 3) Shall include a landscaping plan for the deferred parking area.
 - 4) Shall include a written agreement with the City that, one (1) year from the date of issuance of the certificate of occupancy, the deferred spaces will be converted to parking spaces that conform to this Code at the developer's expense should the City determine from experience that the additional parking spaces are needed.
 - 5) Shall include a written agreement that the developer shall incur the expense of a traffic study to be undertaken by a registered transportation engineer to determine the advisability of providing the full parking requirement should the City determine from experience that the additional parking spaces are needed.
- C) When authorized by the City upon a preliminary finding that the parking is inadequate, but not sooner than one (1) year after the date of issuance of the certificate of occupancy for the development, the City shall request a study to determine the need of providing the full parking requirement to satisfy the proven demand for parking as discussed in (b)(5) above.
- D) Based upon the study and the recommendations of the transportation engineer and the City Clerk, the City shall determine if the deferred spaces shall be converted to operable parking spaces by the developer or retained as deferred parking area.
- E) The developer may at any time request that the City approve a revised development plan to allow converting the deferred spaces to operable parking spaces.
- 2) Bicycle Parking Deferral. The City may authorize deferral of required bicycle parking spaces when the nature of the use, information supplied by

the developer or previous experience for similar uses in the city suggests that the bicycle parking is not necessary. The developer shall note on the development plan the number and location of spaces to be deferred, and an obligation to provide the bicycle parking when its need has been determined by the City. Deferred bicycle parking spaces shall comply with requirements of this Code at the time of installation.

- 3) Reduction for Mixed or Joint Use of Parking Spaces. The City may authorize a reduction in the total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap. Reduction of parking requirements because of joint use may be approved if the following conditions are met:
- A) The developer submits sufficient data to demonstrate that hours of maximum demand for parking at the respective uses do not normally overlap.
 - B) The developer submits a legal instrument approved by the City Attorney guaranteeing the joint use of the off-street parking spaces as long as the uses required parking are in existence or until the required parking is provided elsewhere in accordance with the provisions of this Code.
 - C) The structures and facilities provided for one or both of the uses are specialized to the degree that no change in use resulting in greater parking demand could take place without expensive reconstruction necessitating a development permit and development plan review.
 - D) If the properties are under separate ownership and control, a written easement and agreement shall be recorded at the applicant's expense, specifying the conditions of such joint use. This agreement shall be approved by the City Attorney.

SECTION 6: **LOADING** *renumbered from Section 5; Ord 2006-L*

- a) In General. Spaces to accommodate off-street loading of business vehicles shall be provided as required below.

REQUIRED LOADING SPACES		
LAND USE	SQUARE FOOTAGE OF FLOOR AREA	NUMBER OF SPACES
AUDITORIUMS, GYMNASIUMS,	10,000 – 50,000	1

STADIUMS, THEATERS, AND OTHER BUILDINGS FOR PUBLIC ASSEMBLY	50,001 – 100,000	2
	Over 100,000	3
CONVENIENCE STORES & RESTAURANTS	0 to total floor area	1
HOTELS, MOTELS, AND OTHER SIMILAR USES	30,000 to 60,000	1
	Each additional 30,000 or fraction thereof	1
INDUSTRIAL, MANUFACTURING AND WAREHOUSE USES	3,000 – 15,000	1
	15,001 – 30,000	2
	Each additional 15,000 or fraction thereof	1
MULTI-FAMILY USES	50,000 in one building for each building	1
OFFICES AND FINANCIAL INSTITUTIONS	10,000 – 30,000	1
	30,001 – 60,000	2
	Each additional 30,000 or fraction thereof	1
RETAIL COMMERCIAL, SERVICE AND COMMERCIAL ENTERTAINMENT USES	5,000 – 10,000	1
	10,001 – 30,000	2
	Each additional 20,000, or fraction thereof	1
SCHOOLS, HOSPITALS, NURSING HOMES AND OTHER SIMILAR INSTITUTIONAL USES	10,000 – 50,000	1
	Each additional 50,000 or fraction thereof	1

SECTION 7: DESIGN STANDARDS FOR OFF-STREET PARKING AND LOADING AREAS. *renumbered from Section 6; Ord 2006-L*

a) Location.

- 1) Except as provided herein, all required off-street parking spaces and the use they are intended to serve shall be located on the same parcel.
- 2) The City may approve a special exception for off-site parking facilities as part of the parking required by this Code if:

- A) The location of the off-site parking spaces will adequately serve the use for which it is intended. The following factors shall be considered:
- 1) Proximity of the off-site spaces to the use that they will serve.
 - 2) Ease of pedestrian access to the off-site parking spaces.
 - 3) Whether off-site parking spaces are compatible with the use intended to be served, e.g., off-site parking is not ordinarily compatible with high turnover uses such as retail.
- B) The location of off-site parking spaces will not create unreasonable:
- 1) Hazards to pedestrians.
 - 2) Hazards to vehicular traffic.
 - 3) Traffic congestion
 - 4) Interference with access to other parking spaces in the vicinity.
 - 5) Detriment to any nearby use.
- C) The developer supplies a written agreement or attaches off-site parking by deed to the parcel to which such parking is designed to serve, approved in form by the City Attorney, assuring the continued availability of the off-site parking facilities for the use they are intended to serve.

- 3) All parking spaces required by this Code for residential uses should be located no further than the following distances from the units they serve:

Resident parking: 200 feet
Visitor parking: 200 feet

Distances shall be measured from the dwelling unit's entry to the parking space. Where a stairway or elevator provides access to dwelling units, the stairway or elevator shall be considered to be the entrance to the dwelling unit. For purposes of measuring these distances, each required parking space shall be assigned to a specific unit on the development plan, whether or not the developer will actually assign spaces for the exclusive use of the specific unit.

b) Size.

1) Parking Spaces.

- A) A standard parking space shall be ten (10) feet wide and twenty (20) feet long.
- B) Compact parking spaces shall be eight and one-half (8 ½) feet wide and seventeen (17) feet long.
- C) Parallel parking spaces shall be a minimum of ten (10) feet wide and twenty two (22) feet long.
- D) A standard motorcycle parking space shall be four and one-quarter (4 ¼) feet long.
- E) Accessible parking spaces shall be at least eleven (11) feet wide and twenty (20) feet long. An access aisle, minimum of five (5) feet is required adjacent to all accessible parking spaces, however two spaces may share a common access aisle.
- F) A tandem parking space is a parking space that abuts a second parking space in such a manner that vehicular access to the second space can be made only through the abutting (tandem) space. Tandem parking spaces shall be a minimum of eight (8) feet wide and twenty (20) feet long, and may only be used for residential uses in accordance with requirements of this Chapter.

- 2) Loading Spaces. The standard off-street loading space shall be twelve (12) feet wide, twenty five (25) feet long, provide vertical clearance of fifteen (15) feet, and provide adequate area for maneuvering, ingress and egress. The City may require the length of one or more of the loading spaces to be increased up to fifty five (55) feet if full-length tractor trailers are anticipated to be accommodated. Developers may install spaces that are larger than the standard, but the number of spaces shall not be reduced on that account.

c) Layout.

1) General Requirements.

- A) Pedestrian and bicyclist circulation facilities, roadways, driveways, and off-street parking and loading areas shall be designed to be safe and convenient.

- B) Parking and loading areas, isles, pedestrian walks, bikeways, landscaping, and open space shall be designed as integral parts of an overall development plan and shall be properly related to existing and proposed buildings.
- C) Buildings, parking and loading areas, landscaping and open space shall be designed so that pedestrians moving from parking areas to buildings and between buildings are not unreasonably exposed to vehicular traffic.
- D) Each off-street parking space shall open directly onto an aisle or driveway that, except for single family and two family residences, is not a public street.
- E) Aisles and driveways shall not be used for parking vehicles, except that the driveway of a single family or two family residence or townhouse with an attached garage shall be counted as a parking space for the dwelling unit, or as a number of parking spaces as determined by the City based on the size and accessibility of the driveway.
- F) The design shall be based on a definite and logical system of drive lanes to serve the parking and loading spaces. A physical separation or barrier, such as vertical curbs, may be required to separate parking spaces from travel lanes.
- G) Parking spaces for all uses, except single family and two family residences and townhouse units with attached garages, shall be designed to permit entry and exit without moving any other motor vehicles.
- H) No parking space shall be located so as to block access by emergency vehicles.
- I) Compact parking spaces shall be distributed evenly throughout the parking area to the greatest extent possible.
- J) No designated off-street parking or loading space or drive shall be located within ten (10) feet of any multi-family structure or within three (3) feet of any other building or structure which such vehicular facility is intended to serve.
- K) Dead end aisles with adjoining parking spaces shall have an extension of the aisle a minimum of five (5) feet beyond the last space to provide for vehicular maneuvering.

- 2) Dimensions. The following table and illustration prescribe the required minimum dimensions of all parking spaces.

Reductions in required width and length may be permitted under the following conditions. Such reductions shall be utilized to reduce pavement area, preserve significant trees or vegetation or increase landscaped areas. The unpaved area resulting from such reductions shall not be credited towards required vehicular use landscaping or be included within required buffers.

- A) Reduced Width. An unlimited number of spaces may be approved to be reduced to nine (9) feet wide to increase internal landscaped area above the minimums specified by this Code, and to preserve existing specimen trees.
- B) Reduced Length. Designers are encouraged to reduce paved areas by reducing the length of standard parking spaces to eighteen (18) feet of pavement with two (2) feet of grassed overhand area. Continuous curbing or wheel stops shall be used at the end of the eighteen (18) foot dimension.

- d) Grass Parking.

Designers are encouraged to provide grassed overflow parking areas where the number of spaces desired is greater than the Code minimums. Additionally, those uses that anticipate less parking demand than the Code minimum requires may utilize grassed overflow parking areas for up to twenty five (25) percent of the requirements for general office, commercial, and industrial uses, and up to fifty (50) percent for recreational or institutional uses with weekly or less frequent peak demand. The provision for grassed parking to satisfy minimum parking requirements shall comply with the following standards:

- 1) Grassed parking shall be shown on the development plan. Stormwater, landscaping, buffer, setback and other applicable provisions of this Code shall be complied with as though the area was being paved.
- 2) No grassed parking area shall be established within any required open space of landscape area, and no such area shall be credited toward required buffers and landscaping.
- 3) Spaces shall be delineated in some manner, such as use of railroad ties or wheel stops.
- 4) Grass may be substituted with cypress mulch, bark, gravel or other similar material provided such material is a minimum of two (2) inches deep,

placed upon porous weed barrier and effectively contained within a boarder of concrete, railroad ties, or other rigid material.

- 5) If grassed parking areas utilized to satisfy the minimum number of parking spaces are regularly used so as to become rutted, uneven, unable to drain properly, unsightly or unmaintained, the City may require that the area be paved as specified in this Chapter.
- e) Access to Loading Spaces.
- 1) Each required loading space shall be accessible to street, service drive, or alley in a manner that will not interfere with the movement of vehicles passing the loading space.
 - 2) No loading space shall be located so that a vehicle must back onto a public street or extend into any street right-of-way while being loaded or unloaded.
- f) Surfacing.
- 1) In General. All parking and loading spaces, drives, access, aisles, and other means of vehicular access required under this Code shall be graded and paved in accordance with the specifications described in Standard Paving and Drainage Details of the City of Umatilla, except as otherwise permitted.
 - 2) Alternative Surfaces.
 - A) The City may allow specified parking spaces or areas to be surfaced with paver blocks, aggregate concrete, or other semi-impervius material in order to reduce adverse impacts to existing vegetation and trees shown to be preserved on a development plan.
 - B) The City may allow grass parking in accordance with provisions of Section 6(d) above.
 - C) The City may allow alternative surfaces such as brick, decorative block, or other material for decorative purposes provided such materials are determined to be acceptable substitute by the Department.
- g) Curbing, Wheel Stops and Speed Bumps.
- 1) Curbing, wheel stops, or barriers to protect sidewalks, walls, fences, or landscaped areas, and to prevent parking or loading where not permitted,

shall be provided in accordance with the Code except for parking areas for single family or two family dwellings.

- 2) Wheel stops shall be installed at least thirty (30) inches from an adjacent sidewalk, fence, wall or hedge. The stops shall be of the standard concrete curb, or other appurtenance or design feature that keeps a vehicle from obstructing a sidewalk or making contact with a wall, hedge, or fence.
- 3) Speed bumps shall not be permitted within the City.

h) Marking.

- 1) Designated parking and loading spaces shall be marked on the surface of the parking space with paint or permanent marking material in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), and maintained in a clear and visible condition.
- 2) Compact Spaces. Labeled wheel stops or pavement markings shall be used to distinguish compact car spaces from full size car spaces.

i) Directional Arrows

In parking facilities containing twenty (20) spaces or more all aisles, approach lanes, and maneuvering areas shall be clearly marked with directional arrows and lines to expedite traffic movement in accordance with the Manual of Uniform Traffic Control Devices (MUTCD).

j) Signs.

The City may require a developer to install signs in addition to directional arrows and consistent with sign regulations in this code and the Manual of Uniform Traffic Control Devices (MUTCD) to ensure the safe and efficient flow of vehicles, both on-site and off-site as warranted.

k) Landscaping.

All off-street parking and loading areas shall be landscaped in accordance with the landscaping and tree protection regulations in this Code.

l) Lighting.

Parking lots of twenty (20) spaces or more that are to be used after dark shall be lighted. The lighting shall not shine directly upon any adjacent residence of street, and shall not produce excessive glare.

SECTION 8: **REQUIRED STACKING AREA FOR DRIVE THROUGH FACILITIES.** *renumbered from Section 7; Ord 2006-L*

All commercial and office uses utilizing drive through facilities shall provide vehicle stacking area based on the following criteria:

a) Size of Space.

Stacking area shall be designed on a ten (10) foot by twenty two (22) foot space per required vehicle.

b) Design of Stacking Area

The stacking area required below shall be designed so as to operate independently of other required parking and circulation areas. The required number of vehicle spaces shall include the vehicle served.

LAND USE	NUMBER OF SPACES
FINANCIAL INSTITUTIONS	5 spaces per service lane
RESTAURANT	6 spaces per service lane with a minimum of 3 spaces behind the order station or menu
UTILITY BUSINESS OFFICE	8 spaces per service lane
AUTO WASH (SELF SERVICE)	3 spaces per service lane
AUTO WASH (ATTENDANT SERVICE OR DRIVE THROUGH AUTOMATIC SERVICE)	8 spaces per service lane
SERVICE STATIONS (GASOLINE, QUICK LUBE, AND OTHER DRIVE THROUGH FACILITIES)	3 spaces per service lane
ALL OTHER DRIVE THROUGH FACILITIES	3 spaces per service lane

SECTION 9: **PEDESTRIAN/BICYCLE ACCESS.** *renumbered from Section 8; Ord 2006-L*

a) In General

All new development shall be required to provide for pedestrian/bicycle access in accordance with this Section. Such access shall be separate from general vehicular traffic and directed to provide safe access o bicycle parking areas, main entrances and other appropriate focal points.

1) Location. All new development shall construct the following when required by the City:

- A) Bikeways shall be constructed on the side of the right-of-way designated by the city, regardless of which side new development is proposed.
 - B) Bikeways on both sides of any right-of-way which exceeds one hundred fifty (150) feet in width.
 - C) Bikeway connectors between bicycle parking areas, main entrances or other areas and the bikeway within the right-of-way when the required numbers of bicycle parking spaces exceeds five (5). Such connectors shall be a minimum of five (5) feet in width.
 - D) Bikeways required as specified contingency of any subdivision site or planned development approval.
- b) Sidewalks
- 1) Location. All new development shall construct the following as required by the City.
 - A) Sidewalks which would logically extend and connect to an existing sidewalk.
 - B) Sidewalks to connect new development with existing or proposed sidewalks or bikeways within the right-of-way when the total required number of parking spaces for the development exceeds thirty five (35).
 - C) Complete internal sidewalk systems within multi-family developments which connect buildings, parking areas and common facilities.
 - D) Sidewalks which separate parking areas from buildings, and provide safe pedestrian access from parking areas to buildings.
 - E) Sidewalks required as part of any subdivision, site or planned development approval.
 - F) Sidewalks in adjacent right-of-way.
 - G) Sidewalks shall be constructed on both sides of the street.
 - H) Sidewalks shall abut the front property line.
 - I) The adjacent property owner shall maintain the sidewalk abutting the property.

- 2) Specifications. The minimum specifications for sidewalks shall be in accordance with the Standard Paving and Drainage Details of the City of Umatilla.
- c) Design of Bikeways and Sidewalks
 - 1) Bikeways should be designed to take advantage of natural areas and provide a visually pleasurable route by meandering around and through natural undisturbed areas, landscape buffers and man-made landscape features. The minimum radius of any curve in the layout of a bikeway shall be twenty five (25) feet

SECTION 10: ROADWAYS *renumbered from Section 9; Ord 2006-L*

- a) In General. The following Section describes the City’s program for ensuring an effective, efficient and attractive roadway network. All new development shall be required to comply with these regulations as applicable in order to promote the purposes and determinations stated herein..
- b) Right of Way. Following are generalized right-of-way width requirements for new development within the City.

<u>Road Classification</u>	<u>Width</u>
Rural Arterial	200
Major Collector	80
Minor Collector	66
Local	50

These are generalized width requirements and have may be increased, at the request of the appropriate jurisdiction, if the proposed project fronts on a State or County road.

- c) Additional Right-of-Way

A proposed subdivision or site plan that abuts or encompasses an existing public road that does not conform to the minimum right-of-way requirements shall provide for the dedication of additional right-of-way along either one (1) or both sides of said road to meet the minimum right-of-way required by these regulations.

If the proposed subdivision abuts only one (1) side of said road, then a minimum of one-half of the required right-of-way shall be dedicated or reserved by such subdivision or site plan.