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# **Article 3 – Development Design Standards**

## Chapters:

- 3.1 Access and Circulation
- 3.2 Screening, Fences and Walls, Outdoor Lighting,
- 3.3 Parking and Loading
- 3.4 Public Facilities
- 3.5 Signs

## Chapter 3.1 - Access and Circulation

### Sections:

#### 3.1.010 Purpose

#### 3.1.020 Vehicular Access and Circulation

#### 3.1.030 Pedestrian Access and Circulation

#### 3.1.010 Purpose

Chapter 3.1 contains standards for vehicular access and circulation, and pedestrian accessibility. Standards for streets improvements are provided in Chapter 3.4 Public Improvement Standards.

#### 3.1.020 Vehicular Access and Circulation

- A. **Intent and Purpose.** This Section implements the roadway access management policies of the City of Ukiah Transportation System Plan. It is intended to promote transportation safety and adequate levels of transportation service.
- B. **Applicability.** This Section applies to new development and changes in land use necessitating new or expanded street access, including land divisions.
- C. **Access Permit Required.** Access to a public street (e.g., a new driveway opening or highway approach) requires permit approval by the applicable roadway authority (City, County, or ODOT).
- D. **Traffic Study Requirements.** The applicable roadway authority in reviewing a development proposal or permit request for street access may require a traffic study prepared by a qualified professional to determine applicable requirements. The scope of work for a traffic study shall be subject to review and approval by the roadway authority, as applicable. The City Council may defer to roadway authority's advice in determining the need for, and required elements of, a traffic study.
- E. **Conditions of Approval.** Where an existing or proposed driveway approach does not meet a roadway authority's standards, the roadway authority may require the closing or consolidation of existing such access, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting development approval, to ensure the safe and efficient operation of the street and highway system.
- F. **Driveway Approaches.** All driveway approaches (connections to a public right-of-way) shall conform to all of the following design standards:

1. Driveways shall be designed and located to provide exiting vehicles with an unobstructed view of oncoming vehicles and pedestrians.
2. Construction of driveway accesses along acceleration or deceleration lanes or tapered (reduced width) portions of a roadway should be avoided due to the potential for vehicular conflicts.
3. Driveways shall be located to allow for safe maneuvering in and around loading areas.
4. Driveways shall have a paved or approved all-weather surface with minimum dimensions and appropriate signage designating any restrictions on access (e.g., one-way, exit-only, etc.), as required for Fire Code compliance. Driveway width shall provide for required emergency vehicle access and truck/trailer turning radius, as applicable.
5. Where sidewalks or walkways occur adjacent to the roadway, driveway aprons shall be constructed of concrete and shall be installed between the street right-of-way and the private drive. The roadway authority may require driveway aprons in areas without sidewalks or walkways, as needed, to protect the adjacent roadway pavement.
6. Where Americans with Disabilities Act compliant sidewalks exist, driveway aprons shall meet accessibility requirements where they join such sidewalks.
7. Where a drainage ditch crosses under a driveway, a 12-inch minimum culvert extending a minimum of two (2) feet past the edge of the driveway on both sides of the driveway is required.

G. **Access Spacing.** The following minimum distances shall be maintained, where distance is measured from the edge of each driveway or roadway surface, except where the applicable roadway authority permits a reduction:

1. Between driveways on an arterial street: 300 feet
2. Between driveways on a collector street: 50 feet
3. Between driveway on a local street: 25 feet

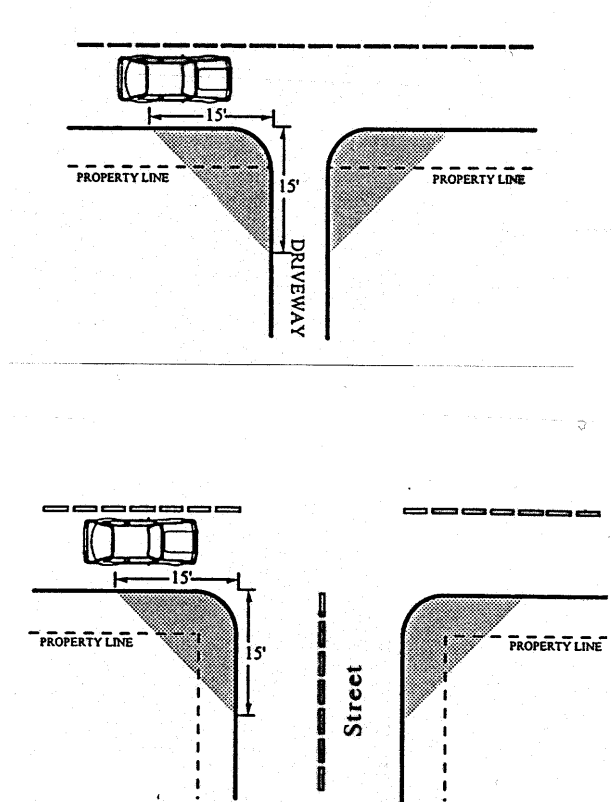
H. **Site Circulation.** New developments shall be required to provide a circulation system that accommodates expected vehicular and pedestrian traffic on the site.

I. **Fire Access and Turnarounds.** Comply with Fire Code, as applicable.

J. **Vertical Clearances.** Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13' 6" for their entire length and width.

K. **Vision Clearance.** No visual obstruction (e.g., sign, structure, solid fence, or shrub vegetation) between three (3) feet and eight (8) feet in height shall be placed in "vision clearance areas" at street intersections as shown in Figure 3.1.020K. The minimum vision clearance area may be modified by City Council upon finding that more or less sight distance is required (i.e., due to traffic speeds, roadway alignment, etc.). The City Council may allow light standards, utility poles, tree trunks and similar objects within a required clear vision area.

Figure 3.1.020K Vision Clearance Areas



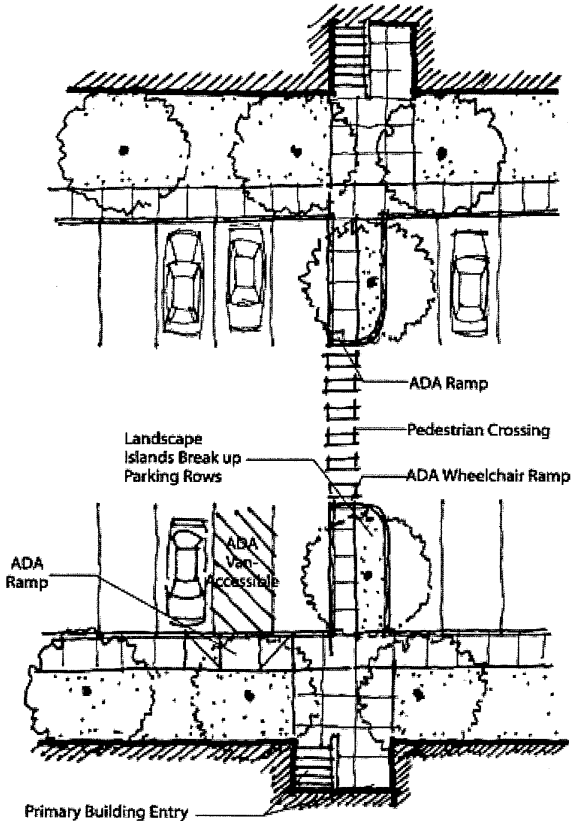
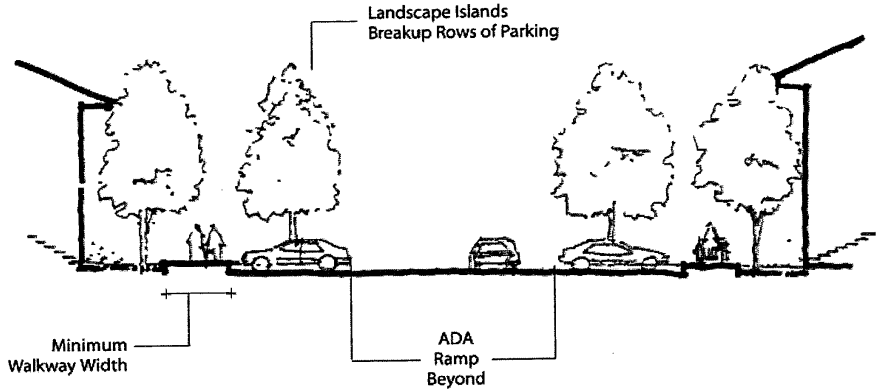
- L. **Exceptions.** The roadway authority may reduce access spacing standards where other mitigation measures, such as consolidating access (shared driveways), limiting driveways to one-way, or imposing turning restrictions (e.g., right in/out only), provides for adequate traffic operations and safety.
- M. **Joint Use Driveways.** The number of driveway and street intersections with Highway 244 shall be minimized. When necessary for traffic safety and access management purposes or to provide access to more than one lot, the City may require joint use driveways. Joint use driveways are appropriate for developments adjacent to one another where access onto the street system limited. In such cases, driveways shall be stubbed to property lines, allowing extension and joint use of driveways with future development.
- N. **Joint Use Access Easement and Maintenance Agreement.** Where the City Council authorizes a joint use driveway, the property owners shall record an easement with the deed allowing joint use of/cross access between adjacent properties served by the subject driveway. In addition the property owners shall record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners. The City of Ukiah shall not be responsible for maintaining the driveway.

- O. **Construction.** The following development and maintenance standards apply to all driveways and private streets, except driveways serving one single-family detached dwelling are exempt:
1. Protection of Public Ways. During site development and construction, driveways and access roads shall be graveled to prevent tracking of mud onto any adjacent paved streets.
  2. Surface Options. Driveways, parking areas, aisles, and turnarounds may be paved with asphalt, concrete, gravel surfacing, or other durable paving material to prevent soil compaction and erosion. All paving materials shall be subject to review and approval by the City Council.
  3. Surface Water Management. All driveways, parking areas, aisles, and turnarounds shall have proper storm drainage to prevent erosion and avoid sheet flow of storm water runoff onto public rights-of-way and abutting property. Any subsurface facilities shall be constructed in conformance with applicable engineering standards, and shall be subject to review and approval by the Public Works Director.

### 3.1.030 Pedestrian Access and Circulation

- A. **Intent and Purpose.** This Section implements the policies of the City of Ukiah Transportation System Plan. It is intended to provide for safe and convenient pedestrian access and circulation in Ukiah.
- B. **Applicability.** This Section applies to developments requiring Site Plan Review.
- C. **Site Layout and Design.** To provide safe, direct, and convenient pedestrian circulation, developments shall contain pedestrian walkways as follows:
1. Continuous Walkway System. The pedestrian walkway system shall extend throughout the development site and connect to adjacent sidewalks, if any, and all future phases of development, as applicable.
  2. Safe, Direct, and Convenient. Walkways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent parking areas, recreational areas/playgrounds, and public rights-of-way based on the following definitions:
    - a. “Reasonably direct” means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel.
    - b. “Safe and convenient” means the route is reasonably free from hazards and provides a reasonably smooth and consistent surface and direct route of travel between destinations. The City Council may require landscape buffering between walkways and adjacent parking lots or driveways, as generally illustrated in Figure 3.1.030C(1) below.
    - c. “Primary entrance” means the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance, as applicable.
  3. Walkway Construction. Walkway surfaces may be concrete, asphalt, brick/masonry pavers, gravel, or other City-approved durable surface, and shall be at least four (4) feet in width.
  4. Accessible routes. Americans with Disabilities Act (ADA) accessible walkways may be required, per applicable building codes.

**Figure 3.1.030C(1) Pedestrian Pathway Examples**  
**(Walkway needs not be raised or curbed, except as required for drainage or pedestrian safety)**





## Chapter 3.2 - Landscaping, Fences and Walls, Outdoor Lighting

### Sections:

- 3.2.010 Purpose**
- 3.2.020 Applicability**
- 3.2.030 Landscaping**
- 3.2.040 Fences and Walls**
- 3.2.050 Outdoor Lighting**

### **3.2.010 Purpose**

This Section establishes standards for landscaping, fences, screening walls, and outdoor lighting. It is intended to protect public health and safety, while maintaining compatibility with adjacent land uses and thereby protecting property values.

### **3.2.020 Applicability**

- A. Section 3.2.030 establishes minimum landscape requirements. It applies to new developments in the RC and R zones when those developments are subject to Site Plan Review.
- B. Section 3.2.040 applies to anyone who puts up a fence or wall, and it applies in situations where this Code requires screening or buffering (e.g., around outdoor/unenclosed storage or uses).
- C. Section 3.2.050 applies to all new outdoor lighting.
- D. The City Council may adjust the standards of this Chapter by reducing the amount or changing the type of screening, buffering, or lighting required where it determines that the adjustment is consistent with the Purpose in subsection 3.2.010.

### **3.2.030 Landscaping**

- A. **Landscaping Required.** Landscaping is required with new developments in the RC and R zones when those developments are subject to Site Plan Review.
- B. **Landscape Standards.** Developments subject to Site Plan Review in the R or RC zone shall contain landscape screening, which shall be equal to or greater than ten percent (10%) of the developed area of the site. Such landscaping shall consist of “evenly distributed” shade trees, shrubs and ground cover plants. The City Council shall consider the following in reviewing landscape screening:
  1. Consider the root and canopy growth characteristics of trees and avoid conflicts with

utilities;

2. Retain natural vegetation where it does not conflict with clear vision requirements and utilities;
3. Define pedestrian pathways and open space areas with landscape materials; do not obstruct pedestrian access;
4. Provide focal points within a development, for example, by preserving large or unique trees or groves, hedges, and flowering plants;
5. Use deciduous trees to provide summer shading where there is sufficient space for shade trees;
6. Use a combination of plants for yearlong color and interest;
7. Use denser concentrations of landscaping to screen outdoor storage and mechanical equipment areas, and to stabilize graded areas such as cuts and fills, berms, swales, and storm water retention areas.

**C. Landscape Materials.**

1. Existing Vegetation. Existing non-invasive vegetation may be used in meeting landscape screening requirements.
2. Plant Selection. Where landscaping is used to meet screening requirements, a combination of evergreen trees and/or shrubs shall be used, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. When new vegetation is planted, soils shall be amended and irrigation provided, as necessary, until the plants are able to grow on their own.

**D. Maintenance.** For public health and safety, screening shall be maintained in good condition, or otherwise replaced by the property owner.

**3.2.040 Fences and Walls****A. Standards For All Fences and Walls.**

1. All areas of a site containing or proposed to contain outdoor storage of goods, materials, equipment, vehicles (other than required parking lots), junk, salvage materials, or similar contents shall be screened from view from adjacent rights-of-way and residential uses. Parking lots in new developments shall be screened to minimize vehicle headlights shining into adjacent residences.
2. Except as provided under subsection 3.2.040(C), below, fences and freestanding walls (i.e., not part of a building) shall not exceed the following height above grade, where grade is measured from the base of the subject fence or wall:
  - a. Within front yard setbacks: four (4) feet; except on a corner lot height may reach six (6) feet on one street frontage, provided corner vision clearance standard is met.
  - b. Within side and rear yard setbacks: six (6) feet, or taller with building permit.
3. Fences and walls shall comply with the vision clearance standards of Section 3.1.020. The allowable height of a fence or wall may be restricted to less than the dimensions under subsection 3.2.040(A)(2) to maintain required sight distance at a street intersection or driveway approach.
4. Incidental garden structures (e.g., arbor or gate) not exceeding eight (8) feet in height and six (6) feet in width is allowed within a front or street-facing yard provided it does not encroach into a required clear vision area.

**B. Materials.**

1. Permitted fence and wall materials include weather-treated wood; untreated cedar and redwood; metal (e.g., chain link, wrought iron, and similar fences); bricks, stone, masonry block, formed-in-place concrete, or similar masonry; vinyl and composite (e.g., recycled) materials designed for use as fencing; and similar materials as determined by the City Council. In addition, non-invasive evergreen hedges kept to a height of not more than eight (8) feet may be considered screening walls for the purpose of this Chapter.
2. Prohibited fence and wall materials include straw bales, tarps, barbed or razor wire (except in Industrial zone); scrap lumber, untreated wood (except cedar or redwood), corrugated metal, sheet metal, scrap materials; dead, diseased, or dying plants; and materials similar to those listed herein.

- C. Exceptions.** Within a front or street-facing yard, a cyclone fence or similar see-through type of fence is allowed to reach six (6) feet in height, provided such fence shall have openings evenly distributed and comprising at least fifty percent (50%) of the surface area of the fence (“see-through”).

- D. **Permitting.** A building permit is required for fences exceeding six (6) feet in height and for freestanding walls, including retaining walls, exceeding four (4) feet in height.
- E. **Maintenance.** For public health and safety, walls and fences shall be maintained in good condition, or otherwise replaced by the property owner.

**3.2.030 Outdoor Lighting**

- A. **General Requirements.** This Section is intended to provide adequate levels of outdoor lighting while minimizing negative impacts of light pollution.
- B. **Applicability.** All outdoor lighting shall comply with the standards of this Section. The City may require installation of lighting, or limit certain types of lighting, as a condition of land use or development approval for security purposes or to maintain privacy and compatibility between different land uses.
- C. **Standards.**
1. Light poles shall not exceed a height of 20 feet. This limitation does not apply to flag poles, provided any lighting installed on a flagpole shall be limited to up lighting of flags.
  2. Except as provided for up lighting of flags, all outdoor light fixtures shall be directed downward to preserve the night sky (celestial views).
  3. Lighting shall be shielded to minimize light spillover onto adjacent properties.
  4. Lighting shall be installed where it will not obstruct public ways, driveways, or walkways.
  5. Lighting placed over a sidewalk or walkway shall maintain a minimum vertical clearance of eight (8) feet and an unobstructed width (pedestrian through zone) of at least 36 inches.
- D. **Adjustments.** The City Council, through Site Plan Review, may approve adjustments to the above standards. In approving an adjustment, the City Council must find that the proposed lighting is necessary for security and does not unduly impact adjacent residential uses or pose a hazard to public health or safety.
- E. **Permitting.** A building permit may be required for certain electrical connections and for structures exceeding six (6) feet in height.
- F. **Maintenance.** For public health and safety, outdoor lighting shall be maintained in good condition, or otherwise replaced by the property owner.
- G. **Materials and Installation.** Lighting shall consist of materials approved for outdoors use and shall be installed according to the manufacturer's specifications.

## Chapter 3.3 - Parking and Loading

### Sections:

**3.3.010 Purpose**

**3.3.020 Applicability**

**3.3.030 Automobile Parking Standards**

**3.3.040 Bicycle Parking Standards**

**3.3.050 Loading**

### **3.3.010 Purpose**

Chapter 3.3 provides basic and flexible standards for parking. While Ukiah does not experience high volumes of traffic, parking is important to local businesses, and parking facilities must be sized and designed properly to ensure they operate safely and do not create hazards to drivers or pedestrians.

### **3.3.020 Applicability**

Chapter 3.3 applies to new land uses and changes in use from a less intensive (less parking demand) to more intensive (more parking demand) use approved on or after [*effective date of Code*]. The requirements of this Chapter are applied through Site Plan Review.

### **3.3.030 Automobile Parking Standards.**

- A. **Vehicle Parking - Minimum Standards by Use.** The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 3.3.030A, or alternatively, through a separate parking demand analysis prepared by the applicant and subject to review and approval by the City Council. Where a use is not specifically listed in the table, parking requirements are determined by finding that a use is similar to one of those listed in terms of parking needs, or by estimating parking needs individually using the demand analysis option described above.
- B. **Exception for Existing Uses.** There is no minimum number of parking spaces required for existing uses lawfully established as of May 2011. The City Council may permit such uses to expand without adding parking, upon finding that the expansion does not unduly impact an adjacent residential use or pose a hazard to public health or safety.

**Table 3.3.030 – Minimum Required Parking by Use**

<b>Use Categories</b> <i>(Examples of uses and definitions are in Chapter 5.)</i>	<b>Minimum Parking per Land Use</b> <i>(Fractions rounded down to the closest whole number)</i>
<b>Residential Categories</b>	
<b><i>Household Living</i></b>	
Single Family Dwelling, including manufactured homes on lots	2 spaces per dwelling
Duplex	4 spaces per duplex building (2 spaces per dwelling)
Multifamily	1 space per studio or 1-bedroom unit 1.5 spaces/unit per 2-bedroom unit 2 spaces/unit per 3-bedroom or larger unit
Group Living, such as nursing or convalescent homes, rest homes, assisted living, congregate care, and similar special needs housing	0.5 spaces per 4 bedrooms, except City Council may require additional parking where adjacent street(s) have limited or no on-street parking, where most residents are expected to drive, or where owner does not provide shuttle service for residents.
<b>Commercial Categories</b>	
Drive-Up/Drive-In/Drive-Through (drive-up windows, kiosks, ATM's, similar uses/facilities)	No requirement. See Special Use requirements in Chapter 2.2
Bed and Breakfast Inn	2 spaces per use; additional parking may be required by the City through the Conditional Use Permit review (Chapter 4.4)
Educational Services, not a school (e.g., tutoring or similar services)	2 space per 1,000 sq. ft. floor area
Entertainment, Major Event	per Conditional Use Permit review (Chapter 4.4)
Offices	2 spaces per 1,000 sq. ft. floor area
Hotels, Motels, and similar uses	1.5 spaces for every 2 bedrooms
Outdoor Recreation, Commercial	per Conditional Use Permit review (Chapter 4.4)
Surface Parking Lot, when not accessory to a permitted use	per Conditional Use Permit review (Chapter 4.4)
Quick Vehicle Servicing or Vehicle Repair	2 spaces plus queuing space, or per Conditional Use Permit review (Chapter 4.4)

3.3.030 – Automobile Parking

<b>Use Categories</b> <i>(Examples of uses and definitions are in Chapter 5.)</i>	<b>Minimum Parking per Land Use</b> (Fractions rounded down to the closest whole number)
Retail Sales and Commercial Service (See also Drive-Up Uses)	<u>Retail</u> : 2.5 spaces per 1,000 sq. ft. floor area; except 50% less for bulk retail (e.g., auto, boat, trailers, nurseries, lumber and construction materials, furniture, appliances, and similar sales)
	<u>Restaurants and Bars</u> : 5 spaces per 1,000 sq. ft. floor area
	<u>Health Clubs, Gyms, Continuous Entertainment (e.g., bowling alleys)</u> : 3 spaces per 1,000 sq. ft.
	<u>Theaters and Cinemas</u> : 1 per 6 seats
Self-Service Storage	2 spaces, plus adequate space for loading/unloading
<b>Industrial Categories</b>	
Industrial Service	1 space per 1,000 sq. ft. of floor area
Manufacturing and Production	1 space per 1,000 sq. ft. of floor area; or as required by Conditional Use Permit review (Chapter 4.4)
Warehouse and Freight Movement	0.5 space per 1,000 sq. ft. of floor area; or as required by Conditional Use Permit review (Chapter 4.4)
Waste-Related	As required by Conditional Use Permit review (Chapter 4.4)
Wholesale Sales	1 space per 1,000 sq. ft.
<b>Institutional Categories</b>	
Basic Utilities	Parking based on applicant's projected parking demand, subject to City approval
Community Service	Parking based on applicant's projected parking demand, subject to City approval
Daycare, adult or child day care including Family Daycare	1 space per employee
Parks and Open Space	Parking based on projected parking demand
Religious Institutions and Houses of Worship	1 space per 75 sq. ft. of main assembly area; or as required by Conditional Use Permit (Chapter 4.4)



Use Categories (Examples of uses and definitions are in Chapter 5.)	Minimum Parking per Land Use (Fractions rounded down to the closest whole number)
Schools	Parking based on projected parking demand, subject to City approval
<b>Other Categories</b>	
Accessory Uses (with a permitted use)	Parking based on applicant's projected parking demand, subject to City approval
Agriculture, including but not limited to Nurseries and similar horticulture	See Retail Sales and Wholesale, as applicable
Radio Frequency Transmission Facilities	None
Temporary Uses	Parking based on applicant's projected parking demand, subject to City approval
Transportation Facilities (operation, maintenance, preservation, and construction)	None, except for park-and-ride facilities; and where temporary parking is required for construction staging areas

### C. General Parking Standards.

1. Location. Motorized vehicle parking is allowed only on streets with an improved (paved or gravel) shoulder of sufficient width, within garages, carports, and other structures, or on driveways or parking lots that have been developed in conformance with this code. The Special Use Standards in Chapter 2.2 control the location of parking for some uses, and Chapter 3.1, Access and Circulation, provides design standards for driveways.
2. Mixed uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). The City Council may reduce the total parking required accordingly through Site Plan Review.
4. Lighting. Lighting at levels appropriate for pedestrian safety shall be provided over parking spaces and walkways. Light standards shall be directed downward only and shielded to prevent lighting spillover into any adjacent residential district or use. See also, Chapter 3.2.
6. Screening of Parking Areas. Parking spaces shall be located or screened so that

headlights do not shine onto adjacent residential uses. See also, Chapter 3.2.

7. Parking shall be provided for those disabilities in accordance with applicable building code (Americans with Disabilities Act) requirements.
  8. Maintenance. All parking lots shall be maintained by the property owner and kept in good condition and repair.
- D. **Shared parking**. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. The City Council may approve owner requests for shared parking through Site Plan Review.
- E. **Off-site parking**. Except for single-family dwellings, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within 400 feet of the use it serves and the City Council has approved the off-site parking through Site Plan Review. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.
- F. **Parking Stall Design and Minimum Dimensions**. All off-street parking spaces shall be paved, graveled, or contain other all-weather surfacing approved by City Council. Parking areas shall generally conform to the minimum dimensions in Figure 3.3.030F(1) and (2), and Table 3.3.030F, below. Where gravel parking surfaces are used it is not necessary to demark or stripe individual parking spaces, but the parking area overall should be sized and configured to meet the minimum standards.
- G. **Exceptions and Adjustments to Parking Area Dimensions**. The dimensions in subsection 3.3.030F are minimum standards. The City Council may adjust the dimensions through Site Plan Review based on evidence that a particular use will generate vehicles that require more or less space for maneuvering.

Figure 3.3.030F(1) - Parking Area Minimum Dimensions

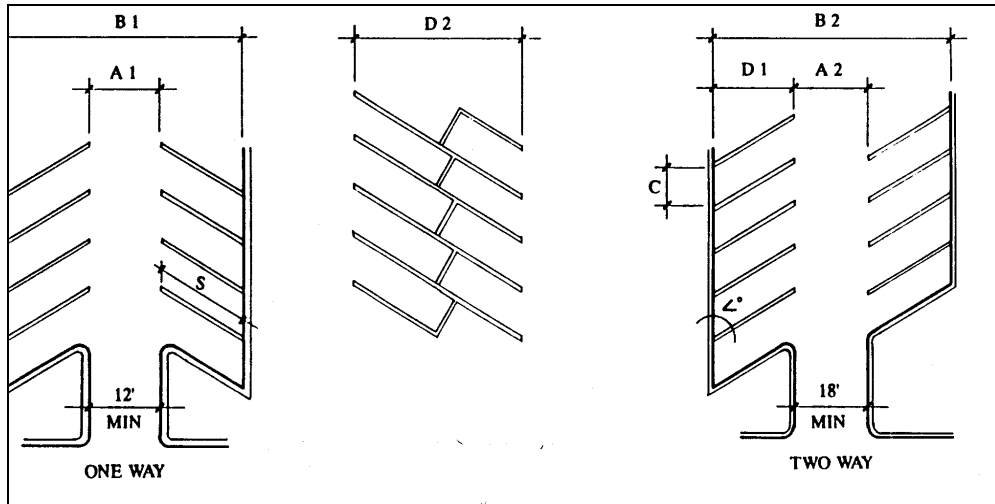


Table 3.3.030F - Parking Area Minimum Dimensions

	PARKING ANGLE $\alpha$	CURB LENGTH	STALL DEPTH		AISLE WIDTH		BAY WIDTH		STRIPE LENGTH
			SINGLE D1	DOUBLE D2	ONE WAY A1	TWO WAY A2	ONE WAY B1	TWO WAY B2	
<b>Standard Space</b>	90°	8'-6"	18'	36'	23'	23'	59'	59'	18'
	60°	10'	20'	40'	17'	18'	57'	58'	23'
	45°	12'	18'-6"	37'	13'	18'	50'	55'	26'-6"
	30°	17'	16'-6"	33'	12'	18'	45'	51'	32'-8"
	0°	22'	8'-6"	17'	12'	18'	29'	35'	8'-6"

**Important cross-references:**

See also, Chapter 2.2 for parking location requirements related to multifamily and commercial land uses; Chapter 3.1, Access and Circulation, for driveway standards; and Chapter 3.2 for Screening requirements.

**3.3.040 Bicycle Parking Standards**

A. **Standards.** New commercial, institutional, and multifamily uses shall provide bicycle parking spaces, as follows.

<b>Table 3.3.040 Minimum Required Bicycle Parking Spaces</b>	
<b>Use</b>	<b>Required # of Spaces</b>
<b>Multifamily Residential</b> (not required for parcels with fewer than 4 dwelling units)	2 bike spaces per 4 dwelling units
<b>Commercial and Office</b> (not required for parcels with less than 1,000 square feet of commercial or office space)	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater
<b>Industrial</b>	2 bike spaces per primary use or 1 per 10 vehicle spaces, whichever is greater
<b>Community Service</b>	2, or as required by City
<b>Parks</b> (active recreation areas only)	4, or as required by City
<b>Schools</b>	2 bike spaces per classroom
<b>Institutional Uses and Places of Worship</b>	2 bike spaces per 10 vehicle spaces

B. **Design.** Bicycle parking shall consist of steel racks designed specifically for bicycle storage, or other sturdy structures that provide a safe and secure means of storing a bicycle, as approved by City Council.

C. **Exemptions.** This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The City Council may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.

D. **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards (Chapter 3.1, Access and Circulation).

**3.3.040 Loading Areas**

- A. **Purpose.** The purpose of this section of the Code is to provide adequate loading areas for commercial and industrial uses that do not interfere with the operation of adjacent streets and Highway 244.
- B. **Applicability.** Section 3.3.040 applies to new development and changes in use approved on or after [*effective date of Code*], where such uses are expected to have visits by service or delivery trucks on a regular basis.
- C. **Standard.** City Council shall determine the need for off-street loading spaces, if any, based on information presented in the applicant's Site Plan Review application. At a minimum, when an off-street loading space is required, it shall be large enough to accommodate the largest vehicle that is expected to serve the use without obstructing vehicles or pedestrian traffic on adjacent streets and driveways. Highway 244 may not be obstructed and City Council may restrict the use of other public rights-of-way, so applicants are advised to provide complete and accurate information about the potential need for loading spaces.
- D. **Placement, setbacks, and landscaping.** Loading areas shall conform to the Commercial Development Standards of Section 2.3.090 and the access and screening requirements of Chapters 3.1 and 3.2. Where parking areas are prohibited between a building and the street, loading areas are also prohibited.
- E. **Exceptions and Adjustments.** City Council may approve a loading area adjacent to or within a street right-of-way through Site Plan Review only where it finds that loading and unloading operations are short in duration (*i.e.*, less than one hour), infrequent, do not obstruct traffic during peak traffic hours, do not interfere with emergency response services, and are acceptable to the applicable roadway authority (*i.e.*, if different than the City).

## Chapter 3.4 - Public Facilities

### Sections:

- 3.4.010 Purpose and Applicability
- 3.4.010 Transportation Standards
- 3.4.020 Public Use Areas
- 3.4.030 Sanitary Sewer and Water Service Improvements
- 3.4.040 Storm Drainage Improvements
- 3.4.050 Utilities
- 3.4.060 Easements
- 3.4.070 Construction Plan Approval
- 3.4.080 Installation
- 3.4.090 Warranty Bond

### 3.4.010 Purpose and Applicability

- A. **Purpose.** Chapter 3.4 provides standards for public infrastructure and utilities installed with new development, consistent with the policies of the City of Ukiah Comprehensive Plan and adopted City master plans.
- B. **Applicability.** This Chapter applies to all new development, including projects subject to Land Division (Subdivision or Partition) approval and developments subject to Site Plan Review. All public improvements within the City shall occur in accordance with the standards and procedures of this Chapter. When a question arises as to the intent or application of any standard, the City Council shall interpret the Code pursuant to Chapter 1.5.
- C. **Engineering Design Criteria, Standard Specifications and Details.** All public improvements shall conform to engineering criteria and requirements maintained by the Public Works Director. When a question arises as to the applicability of a design standard, the Public Works Director may refer the question to City Council.
- D. **Public Improvement Requirement.** No building permit may be issued until all required public facility improvements are in place and approved by the City Council, in conformance with the provisions of this Code. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements are directly related and roughly proportional to the impact.

### 3.4.010 Transportation Standards

- A. **General Requirements.** No development shall be approved unless adequate transportation facilities are available or improvements will be constructed and operational, as required by this Code and the Ukiah Transportation System Plan. Development resulting in increased traffic on Highway 244 shall meet the traffic operations standards per the current Oregon Highway Plan. When amending the Comprehensive Plan, Development Code or a Zoning designation, the City Council must make an affirmative finding under Oregon Administrative Rule 660-012-0060 (Transportation Planning Rule). All new driveway approaches (access to a public street) shall conform to Chapter 3.1.
- B. **Street Location Alignment and Grades.**
1. All streets shall be properly integrated with the existing and planned system of thoroughfares and rights-of-way. Specific street location and alignment shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets.
  2. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided.
  3. Where the location of a street is not shown on an adopted City street plan, the location of streets in a development shall provide for the reasonable continuation and connection of existing streets to adjacent developable properties, conforming to the street standards of this Chapter.
  4. All streets that stub into a development site shall be extended with development in accordance with the Transportation System Plan, unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this Code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. The applicant must show why the environmental or topographic constraint precludes reasonable street connection.
  5. Proposed streets or street extensions shall be located to allow continuity in street alignments and to facilitate future development of vacant or re-developable lands.
  6. In order to promote efficient vehicular and pedestrian circulation throughout the city, the design of subdivisions and alignment of new streets shall conform to Street Connectivity standards in Subsection 3.4.010G.
- C. **Minimum Rights-of-Way and Street Sections.** In order to provide for streets of suitable location, width, and design to accommodate expected vehicle, pedestrian and bicycle traffic; to afford satisfactory access to law enforcement, fire protection, sanitation, and road maintenance equipment; and to provide a convenient and accessible network of streets, avoiding undue hardships to adjoining properties, the following street design standards apply. Where a range of street width or improvement options is indicated, City Council shall determine requirement based on the advice of a qualified professional and the following factors:
1. Transportation System Plan policies, including but not limited to safety, traffic operations, connectivity, and providing for multiple modes of transportation

2. Anticipated traffic generation
3. On-street parking needs
4. Sidewalk and bikeway requirements, if any
5. Requirements for placement of utilities
6. Street lighting
7. Minimize cuts and fills (grading), storm drainage and erosion
8. Access for fire apparatus and emergency vehicles, and emergency evacuation
9. Traffic calming (slow traffic in residential areas)
10. Transition between different street widths (i.e., existing streets and new streets).

**Table 3.4.010F Minimum Street, Sidewalk and Bikeway Standards\***

Classification	Paved Width	Right-of-Way Width	Travel Lanes	Bike Lanes	On-Street Parking	Shoulders (per side)	Sidewalks**
Local – Option 1	20 ft.	50 ft.	2	None	None	Gravel/Gravel	Optional
Local – Option 2	28 ft.	50 ft.	2	None	One Side	Paved/Gravel	Optional
Local – Option 3	34 ft.	50 ft.	2	None	Both Sides	Paved/Paved	Optional
Alley	20 ft.	20 ft.	1	None	None	None	Optional
Collector – Option 1	38 ft.	60 ft.	2	None	Both Sides	Paved/Paved	Sidewalks may be required by ODOT or Umatilla County on their facilities
Collector – Option 2	30 ft.	60 ft.	2	None	One Side	Paved/Gravel	
Arterial – Option 1	62 ft.	80 ft.	2+center turn lane	Yes	Both Sides	Paved/Paved	
Arterial – Option 2	50 ft.	80 ft.	2	Yes	Both Sides	Paved/Paved	

\*All streets shall be improved in accordance with the construction standards and specifications of the applicable roadway authority (City of Ukiah, Umatilla County, or ODOT), including requirements for pavement, curbs, drainage, striping, and traffic control devices.

\*\*Where sidewalks are provided, 5-foot paved sidewalks are required on local streets and 6-foot paved sidewalks are required on collector and arterial streets; except that should ODOT improve Highway 244 through Ukiah, sidewalks shall conform to ODOT standards (12 feet with intersection bulb-outs and pedestrian-scale lighting). Where a sidewalk planter strip is provided it shall consist of a 5-foot wide strip between the sidewalk and the curb or roadway. The City Council may waive the planter strip where no sidewalk is required.



**D. Intersections and Street Connectivity.**

The following standards apply only to new subdivisions, and partitions where a portion of the site may be further divided and require the creation of streets in the future:

1. Intersections. Streets shall be laid out so as to intersect as nearly as possible at right angles. Street intersections shall have a minimum intersection angle of 75 degrees. All legs of an intersection shall meet the above standard for at least 100 feet back from the point of intersection. No more than two (2) streets shall intersect at any one point. Street jogs and intersection offsets of less than 150 feet are not permitted. Intersections shall be designed with a nearly level surface, with only a slight grade (2%) to facilitate storm water runoff.
2. Continuation of Streets. Planned streets shall connect to existing streets abutting a development site to permit the safe and efficient movement of traffic and to facilitate emergency access and evacuation. Connections shall be designed to meet or exceed the standards in subsection 3, below, and to avoid or minimize through traffic on local streets. Appropriate traffic calming measures, as provided in subsection H, below, are the preferred means of managing neighborhood traffic; street closures and vacations should only be used as a last resort and only where the subject street cannot be improved to meet safety standards.
3. Block Length and Street Connectivity. The block length (distance between street intersections) in new residential subdivisions shall generally be not less than 200 feet and not more than 600 feet. The City Council may adjust this standard upon finding that topographic or other physical barriers require longer blocks. Where the City permits subdivisions with blocks longer than 600 feet, the development design shall incorporate public access ways (walkways) breaking up longer blocks and connecting streets at regular intervals. The City Council may also require developers to provide an access way where the creation of a cul-de-sac or dead-end street is unavoidable and the access way connects the ends of the street to another street or public access way. Where an access way is required, it shall be not less than ten (10) feet wide and contain a minimum five (5) foot wide paved, graveled, or other all-weather surface approved by the City Council.

**E. Extension of Streets, and Bikeways.**

1. Connectivity to Adjoining Lands. The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided by the Ukiah Transportation System Plan and the requirements of this Section. Where a proposed development abuts unplatted land or a future development phase of a development, street stubs shall be provided to allow for the logical extension of the street system into the adjacent area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the Fire Marshall, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
2. Future Street Plan. Where a subdivision is proposed adjacent to other developable land, a future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other divisible parcels within 600 feet surrounding and adjacent to the proposed subdivision. The street plan is not binding; rather it is intended to

show potential future street extensions with future development and ensure that the proposed development does not preclude future street connections to adjacent development land.

3. **Temporary-Street Ends.** Streets shall be extended to the boundary lines of the parcel or tract to be developed when the City determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. Street ends shall contain turnarounds constructed to Uniform Fire Code standards (for streets over 150 feet in length) and be designed to facilitate future extension in terms of grading, width, and temporary barricades.
- F. **Curve Radius.** Minimum curve radius standards are 20 feet for intersections of two local streets, and 25 feet for intersections of any street with a collector street. Centerline curve radii shall not be less than 350 feet on collector streets and 100 feet on local streets. Additional dimensions may be required based on the design speed of the roadway and to ensure adequate sight distance. Curve radii for other intersections shall be as required by the applicable roadway authority.
- G. **Substandard Existing Right-of-Way.** Where an existing right-of-way adjacent to a proposed development is less than the standard width, the City Council may require the dedication of additional rights-of-way at the time of Subdivision, Partition, or Site Plan Review, pursuant to the standards in Section 3.4.010F.
- H. **Cul-de-sacs.** Streets shall be planned to continue to and through abutting properties, consistent with the connectivity standards in Section 3.4.010G. A cul-de-sac street shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation. For example, the City Council may approve a cul-de-sac where a future street extension is infeasible. When a cul-de-sac is allowed, all of the following shall be met:
1. The cul-de-sac shall not exceed a length of 400 feet; the length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac;
  2. The cul-de-sac shall terminate with a circular or hammerhead turnaround meeting the Uniform Fire Code. Circular turnarounds shall have a radius of no less than 40 feet, and not more than a radius of 50 feet (i.e., from center to edge of pavement); except that turnarounds may be larger when they contain a landscaped island or parking bay at their center; and
  3. The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle access way between it and adjacent developable lands. Such access ways shall conform to Section 3.1.040.
- I. **Private Streets and Gated Streets.** Private streets, including gated drives serving more than two (2) dwellings (i.e., where a gate limits access to a development from a public street), are not permitted.
- J. **Street Names.** No new street name shall be used which will duplicate or be confused with the names of existing streets in Ukiah or vicinity.

- K. **Survey Monuments.** Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments have been reestablished and protected.
- L. **Street Signs.** The city, county, or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.
- M. **Street Light Standards.** Streetlights are not allowed without the City Council approval.
- N. **Street Cross-Sections.** The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway unless otherwise approved by the City Council.

**3.4.020 Public Use Areas**

**A. Dedication of Public Use Areas.**

1. Whereas new subdivisions are required to reserve open space in accordance with Chapter 4.3 Land Divisions, the City Council may accept such public use areas as part of the City of Ukiah's system of parks and recreation areas.
2. Where a proposed open space, park, playground, or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City may require the public dedication or reservation of up to five percent (5%) of the subject site on the final plat for the subdivision if, and only if, the impact of the development on the City park system is roughly proportionate to the dedication or reservation being made. (See also, Chapter 4.3 Subdivision Standards.)
3. The City may purchase or accept voluntary dedication or reservation of areas within the subdivision that are suitable for the development of parks and other public uses; however, the City is under no obligation to accept such areas offered for dedication or sale.

**3.4.030 Sanitary Sewer and Water Service Improvements.**

- A. **Sewers and Water Mains Required.** Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the City's Sanitary Sewer Master Plan, Water System Master Plan, and applicable engineering requirements. When streets are required to be stubbed to the edge of the subdivision, sewer and water system improvements shall also be stubbed with the streets, except as may be waived by the City Council when alternate alignment(s) are provided.
- B. **Sewer and Water Plan Approval.** Development permits for sewer and water improvements shall not be issued until the City Council has approved all sanitary sewer and water plans in conformance with City standards.
- C. **Over-Sizing.** The City may require as a condition of development approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable Water and Sewer Master Plans; and the City may authorize other cost-recovery or cost-sharing methods as provided under State law.
- D. **Inadequate Facilities.** Development permits may be restricted or rationed by the City Council where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. The City Council may require water booster pumps or sanitary sewer lift stations be installed with backup power.

**3.4.040 Storm Drainage**

The City of Ukiah does not have a public storm drainage system. Property owners are responsible for the surface water that leaves their property, including any damage to downstream properties. Additionally, property owners are responsible for complying with State and Federal laws pertaining storm drainage.

### 3.4.050 Utilities

The following standards apply to new development where extension of electric power or communication lines is required:

#### A. **Underground Utilities.**

1. **General Requirement.** The requirements of the utility service provider shall be met. All new utility lines including, but not limited to, those required for electric, communication, and lighting, and related facilities shall be placed underground, except for temporary utility lines during construction and high capacity electric lines operating at 50,000 volts or above. The City Council may require screening and buffering of above ground facilities to protect the public health, safety or welfare.
2. **Subdivisions.** The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities:
  - a. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that all above ground equipment does not obstruct vision clearance areas for vehicular traffic, per Chapter 3.1 Access and Circulation;
  - b. The City Council reserves the right to approve the location of all surface-mounted facilities;
  - c. All underground utilities installed in streets must be constructed and approved by the applicable utility provider prior to the surfacing of the streets; and
  - d. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.

**B. Exception to under grounding Requirement.** The City Council may grant exceptions to the under grounding standard where existing physical constraints, such as geologic conditions, streams, or existing development conditions make underground placement impractical.

**3.4.060 Easements**

- A. **Provision.** The developer shall make arrangements with the City and applicable utility providers for each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development.
  
- B. **Recordation.** All easements for sewers, storm drainage and water quality facilities, water mains, electric lines, or other utilities shall be recorded and referenced on the final plat, as applicable. See Chapter 4.2 Site Plan Review, and Chapter 4.3, Land Divisions.



**3.4.070 Construction Plan Approval**

No development, including sanitary sewers, water, streets, parking areas, buildings, or other development, shall be undertaken without plans having been approved by the City Council, permit fees paid, and permits issued. Permit fees are required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. Permit fees are as set by City Council Resolution.

**3.4.080 Installation**

- A. **Conformance Required.** Improvements installed by the developer either as a requirement of these regulations or at the developer’s option, shall conform to the requirements of this Chapter, approved construction plans, and to improvement standards and specifications adopted by the City Council.
- B. **Adopted Installation Standards.** The City of Ukiah may adopt design standards, criteria and specifications for public improvements as well as private utility installation within the public right-of-way; until such standards are adopted, project designs shall conform to the Public Works Standards as adopted by the City Council.
- C. **Commencement.** Work in a public right-of-way shall not begin until all applicable agency permits have been approved and issued.
- D. **Resumption.** If work is discontinued for more than one month, it shall not be resumed until the City Council is notified in writing and grants approval of an extension.
- E. **City Inspection.** Improvements shall be constructed under the inspection of the Public Works Director and to the satisfaction of the City Council. The City Council may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications to the approved design requested by the developer may be subject to review under Chapter 4.6, Modifications to Approved Plans and Conditions of Approval. Any survey monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.
- F. **Engineer’s Certification and As-Built Plans.** A registered civil engineer shall provide written certification in a form required by the City Council that all improvements, workmanship, and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade, prior to City Council acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer’s engineer shall also provide two (2) sets of “as-built” plans for permanent filing with the City. The City Council may require the developer or subdivider to provide a warranty bond pursuant to Section 3.4.090.

**3.4.090      Warranty Bond**

The City Council may require the developer or subdivider to provide a warranty bond or other guarantee to ensure the quality of public improvements. Where a warranty bond is required, it shall be good for two (2) years and shall equal fifteen percent (15%) of the total cost of improvements; such bond shall begin upon acceptance of said improvements by the City. See also, Section 4.2.060 Site Plan Review-Assurances and Section 4.3.090 Land Division-Assurances.

## Chapter 3.5 - Signs

### Sections:

- 3.5.010 Sign Regulations Applicable to All Zones**  
**3.5.020 Signs in Residential-Commercial and Industrial Zones**

### **3.5.010 General Requirements Applicable to All Zones**

Signs are permitted in accordance with the following standards:

- A. One sign shall be allowed per lot advertising the property for sale, lease or rent and the sign shall not exceed six (6) square feet. A real estate “for sale” sign shall not be allowed to remain on the property after the property is sold.
- B. One sign not to exceed four (4) square feet per sign face, with a maximum of two sign faces per sign, is allowed for a Home Occupation, per Section 2.3.050.
- C. One temporary sign per subdivision or partition advertising lots or homes for sale. The sign shall not be more than fifty (50) square feet in area, and shall be setback at least twenty (20) feet from the nearest street property line and at least twenty (20) feet from the nearest property that is not part of the subdivision or partition.
- D. One monument sign identifying a subdivision located at the main entrance thereto is allowed. The sign shall be subject to review by the City Council. The City Council may limit the size, height, or area of the sign, or require the use of specific building materials (e.g., wood, stone, or other natural appearing materials), lighting, setbacks, or other conditions of approval to ensure compatibility with the surrounding neighborhood.
- E. No sign shall encroach into the clear vision area at a street or driveway intersection.
- F. Where a sign is subject to this Chapter and the provisions of Oregon Revised Statutes Chapter 377 – Highway Beautification; Motorist Information Signs, the most restrictive regulation shall apply.

### **3.5.020 Requirements Applicable to Commercial and Industrial Zones**

The following sign standards shall apply to all property in Commercial and Industrial districts:

- A. No sign shall exceed twenty five percent (25%) of the area of the wall to which it

- is attached, except historic signs lawfully installed prior to *[effective date of this Code]* may continue, provided they do not interfere with traffic operations or create a hazard to public health or safety.
- B. No sign shall be located within or protrude into or over a street or other roadway, except where awning or canopy signs, or similar building-mounted signs, have been approved by the City Council. In such cases, a minimum clearance shall be maintained in accordance with applicable building codes.
  - C. Light Emitting Diode (LED), moving, scrolling, flashing, and similar animated signs are prohibited.
  - D. No sign shall be located where it shines, reflects, or glares directly onto a lot in an abutting residential use. Illuminated signs shall be directed or shielded so as to not constitute a nuisance to residents or interfere with, confuse, or mislead a vehicle operator.
  - E. Freestanding signs (e.g., pole signs, monument signs, and similar non-building-mounted signs) shall not exceed a height of eight (8) feet; such signs shall be setback a minimum of 10 feet from residential properties and at least three (3) feet from all other property lines.
  - F. No building-mounted signs shall project above the highest roof elevation of the building to which it is mounted.