

CITY OF ROSS
DEVELOPMENT AND DESIGN STANDARDS
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3.5.1 GENERAL PROVISIONS

A. GENERAL INTENT

This chapter includes standards for developing property or establishing new uses of property within the city of Ross, to ensure the protection of the health, welfare, safety and quality of life for local citizens, visitors and business owners. These provisions address the physical relationship between development and adjacent properties, public streets, neighborhoods and the natural environment, to create a more attractive, efficient and livable community.

B. APPLICABILITY

1. General Applicability

Unless exempted under subsection 2 below, or unless otherwise provided in this chapter, this chapter shall apply to the following types of development:

- a) New construction
- b) Any project that involves demolition of an existing primary building and the construction of a new primary building Any substantial renovation project, which is defined for purposes of this chapter to include any renovation, rehabilitation, restoration, or repair work that includes an addition of floor area equal to 35 percent or more of the existing floor area; or the addition of new floors. The calculation will include attached garages, but not include detached garages. For the purpose of calculation, the increase in floor area shall be aggregated over a three-year period.

2. Exemptions

The following are exempt from this chapter:

- a) Projects for which a complete site plan application has been submitted or approved prior to the effective date of this Code, provided that a building permit is obtained within the time limit specified by the entitlement and that onsite construction commences in accordance with the site plan within one year of permit issuance
- b) Single-family residential development on lots recorded prior to the effective date of this Code

3.5.2 COMMON OPEN SPACE

A. PURPOSE

Common open spaces are set aside for the use and enjoyment of a development’s residents, employees, or users. Common open space serves numerous purposes, including preservation of natural areas and resources, ensuring greater resident access to open areas and recreation, enhancing stormwater quality, and providing public health benefits. Goals and requirements for common open space complement this Code’s requirements for dedicated parks and open spaces, and serve similar purposes.

B. APPLICABILITY

This Section shall apply to all development in the city that meets the following criteria:

1. Residential Development

All residential developments and subdivisions containing five or more dwelling units in the RM-8, RM-12, RH-16, RH-25, or RMH districts

2. Nonresidential Developments having one or more of the following attributes:

- a) Two or more buildings
- b) Two or more residential units
- c) A gross building area exceeding 5,000 square feet
- d) A site or lot exceeding three acres in size

C. STANDARDS

1. Amount of Common Area Required

Development subject to this section shall set aside at least the minimum amounts of common open space listed in Table 1, *Common Open Space Required*:

Table 1: Common Open Space Required

District Type	Minimum Common Open Space Required
RM-8 & RM-12	65 sq ft per dwelling unit
RH-16 & RH-25	700 sq ft per dwelling unit
Non-Residential Development	250 sq ft per 1,000 sqft (buildings over 5000sq ft)

2. Areas Counted as Common Open Space

The features and areas identified in Table 2, *Common Open Space Configuration*, shall be credited towards the common open space requirements of this section:

Table 2: Common Open Space Configuration

Areas Counted as Common Open Space	Description
Natural Features	Includes any to the following: <ol style="list-style-type: none"> 1. Undisturbed natural habitat 2. Flood hazard and conveyance areas 3. Water features including wetlands, streams and lakes 4. Wildlife habitat areas for threatened and endangered species
Active Recreational Areas	Lands occupied by active recreational uses such as: <ol style="list-style-type: none"> 1. Swimming pools and skating rinks 2. Ball fields and tennis courts 3. Playgrounds and jogging trails
Formal Plantings and Gardens	Formally planned and regularly maintained open areas that provide passive recreation including: <ol style="list-style-type: none"> 1. Arranged plantings, gardens, or gazebos 2. Sculpture or other forms of public art
Required landscape areas	Except for landscape areas within parking lots or streets, all areas occupied by required landscaping may count as common open space as outlined in the landscaping chapter.

3. Areas Not Credited

Lands within the following areas shall not be counted towards required common open space:

- a) Private yards not subject to a permanent open space or conservation easement acceptable to the City
- b) Public or private streets or rights-of-way
- c) Open parking areas and driveways for dwellings or commercial uses
- d) Land covered by structures not intended solely for recreational uses
- e) Designated outdoor storage areas
- f) Balconies

4. Design Standards for Common Open Space

Land set aside for required common open space shall meet the following standards:

a) Location

Where relevant and appropriate, open space shall be located so as to be readily accessible and useable by residents and users of the development. To the maximum practical extent, a portion of the open space should provide focal points for the development.

b) Access

Common open space areas shall abut at least one direct road access, public or private, or shall have pedestrian access if road access is not feasible.

c) Configuration

1. Common Open Space may be configured to be contiguous or dispersed throughout the site as long as each space is 20 x 20 feet and 1,000 sq ft in total area, with the exception of the Required Landscape Areas and Public Access Easements categories.
2. Where open areas, trails, parks, or other open space resources are planned or exist adjacent to development, the open space shall, to the maximum extent practical, be located to adjoin, extend, and enlarge the presently existing trail, park, or other open area land.

d) Provision in Multi-Phase Developments

1. Development proposed in phases shall be considered as a single development for the purposes of applying the open space set-aside standards.
2. Development shall not be phased to avoid the minimum open space set-aside standards in this subsection.
3. Common open space must be proportionate to phasing of development and approved through a common open-space phasing plan.

e) Landscaping

The City shall approve all open-space landscaping plans.

5. Use of Common Open Space Areas

a) The following minimum percentages of the total required common open space shall be useable. For purposes of this requirement, useable common open space includes areas classified as active recreational areas; formal plantings, and gardens; squares, forecourts, plazas, and parks; or public access easements:

1. RM-8, RM-12, and RMH Districts: 35 percent
2. RH-16, RH-25 Districts: 50 percent

b) The following minimum percentages of the total required common open space shall be active recreational areas and shall count towards the useable open space requirement.

1. RM-8, RM-12, and RMH Districts: 20 percent
2. RM-16, RH-25: 35 percent

- c) Common open space required by this section shall not be disturbed, developed, or improved with any structures or buildings, except for the limited purposes allowed below:
1. Facilities for active recreation (equipment for such uses shall be indicated on the site and/or subdivision landscape/amenity plan provided by the developer)
 2. Common open spaces may include passive recreational and educational purposes approved by the City, including but not limited to, walking, biking, picnicking, fishing, preservation of natural areas and scenic resources, parks, environmental education, and wildlife habitat protection
 3. For all other categories, the provision of walks, fences, restrooms, shade structures, picnic shelters, benches, and similar features are allowed as approved through an amenities plan

6. Ownership

a) Method of Ownership

Open space areas shall be maintained as permanent open space through at least one of the following options: common ownership by a property owner's association, held in deed-restricted private ownership, or dedication to the City or to another appropriate public agency. All methods utilizing private ownership shall be in a form approved by the City, who shall review the documents to ensure perpetual maintenance, preservation, and restricted usage where applicable.

b) Declaration of Covenants and Restrictions

If common open space is to be deeded to a property owner's association, then the applicant shall record a declaration of covenants and restrictions that shall:

1. Govern the use of the common open space
2. Run with the land in perpetuity
3. Provide for a lien on the property to secure collections of assessments levied by the association

c) Private Ownership

If common open space is to be privately owned, then it shall have deed restrictions that:

1. Provide that the common open space shall be maintained and preserved as open space and shall not be used for yards, lawns, or buildings;
2. Run with the land in perpetuity; and
3. Indicate that the City and owners of land in the development have a right to enforce the deed restrictions.

d) Maintenance of Open Space Set-Asides

Open space set-aside areas shall be maintained per approved plans. In the event that open space set-aside areas are not maintained in reasonable order and condition in accordance with the approved site plan, then the City may serve written notice of the deficiencies upon the association or the owners or residents of the development. If the deficiencies cited by the City have not been corrected within 30 days after written notice, then the department shall have the authority to correct the deficiencies. The cost of the correction shall be assessed jointly and severally against the properties within the development that have a right of enjoyment of common open space. The entire cost of correction shall be a lien upon each of the properties from the date that the lien is filed in the County Recorder's office.

3.5.3 PARKING AND LOADING

A. PURPOSE

The regulations of this section are intended to help ensure provision of off-street parking and loading facilities in proportion to the generalized parking, loading, and transportation demands of different land uses.

B. APPLICABILITY

1. New Development

Every building or land use established, every existing building enlarged, and every existing use expanded must provide off-street parking and loading areas in accordance with the minimum parking requirements set forth in this section. Existing parking and loading spaces may not be reduced below the minimums required by this section.

2. Expansions and Enlargements

The off-street parking and loading standards of this section apply when an existing structure or use is expanded or enlarged. In the case of such expansions or enlargements, additional off-street parking and loading spaces are required to serve only the enlarged or expanded area, provided that in all cases the number of off-street parking and loading spaces provided for the entire use (pre existing plus expansion) must equal at least 75 percent of the minimum required ratio as defined in this section

3. Change of Use

Off-street parking and loading must be provided for any change of use that would result in a requirement for more parking or loading spaces than the existing use.

C. OFF-STREET PARKING SCHEDULES

1. Minimum Off-Street Parking Requirements

The minimum off-street parking requirements for uses allowed by this code are listed with the use-specific standards for the particular use in the Use Regulations Chapter.

2. Schedule “B”

Use subject to Off-Street Parking, Schedule “B” must provide the minimum number of off-street parking spaces indicated in Table 3, *Off-Street Parking Schedule B*.

Table 3: Off-Street Parking Schedule B

Activity	Number of Spaces Required
Office or Administration Area	1 per 300 square feet
Indoor Sales Area	1 per 200 square feet
Outdoor Sales, Display or Storage (3000sq ft or less)	1 per 800 square feet
Outdoor Sales, Display or Storage (3000sq ft or more)	1 per 1,000 square feet
Indoor storage/Warehousing/Vehicle Repair/Manufacturing Area	1 – 3,000 square feet 1 per 250 square feet
	3,001 – 5,000 square feet 1 per 500 square feet
	5,001 – 10,000 square feet 1 per 750 square feet
	10,001 and greater 1 per 1,250 square feet

3. Schedule “C”

Uses subject to Off-Street Parking Schedule “C” have widely varying parking and loading demand characteristics, making it very difficult to specify a single appropriate off-street parking or loading standard. Upon receiving a development application for a use subject to Schedule “C” standards, the City Auditor is authorized to apply the off-street parking and loading standard specified for the listed use that is deemed most similar to the proposed use or establish minimum off-street parking requirements on the basis of a parking and loading study prepared by the applicant. The study must include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE) or other acceptable estimates as approved by the City, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, and location. The study must document the source of data used to develop the recommendations.

D. OFF-STREET LOADING

1. Loading Spaces Required

A minimum of one off-street loading space must be provided for all buildings over 5,000 square feet. The minimum dimensions of the off-street loading space must be 12-foot wide and 35 foot in length with a minimum 14-foot vertical clearance. Additional off-street loading spaces may be required by the city dependent on the size and use of the building.

2. Surfacing and Maintenance

Loading areas and access drives must be paved and maintained with concrete, asphalt, or similar material of sufficient thickness and consistency to support anticipated traffic volumes and weights unless otherwise approved by the City.

3. Design and Location Requirements

- a) At no time may goods be loaded or unloaded from the right-of-way of a collector or arterial street.
- b) No part of any vehicle may extend into the right-of-way of a collector or arterial street or block any public sidewalk while being loaded or unloaded.
- c) On a site adjoining an alley, a required loading space must be accessible from the alley unless alternate access is approved by the City.
- d) A required loading space must be accessible without backing a vehicle across a street property line unless the City determines that provision of turnaround space is infeasible and approves alternate access.
- e) A loading space must not intrude into any portion of a required drive aisle, ADA-accessible route, or fire lane.
- f) An occupied loading space must not prevent access to a required parking space.
- g) Loading spaces must be designed so that parking maneuvers, such as backing into the loading area, do not occur in the public right-of-way.
- h) Loading spaces must be located a minimum of 50 feet from any property with a residential land use.

E. CALCULATIONS

The following rules apply when calculating off-street parking and loading requirements:

1. Fractions

When measurements of the number of required spaces result in a fractional number, the result must be rounded up to the next higher whole number.

2. Area Measurements

Unless otherwise expressly stated, all square-footage-based parking and loading standards must be computed on the basis of gross floor area.

3. Occupancy- or Capacity-Based Standards

For the purpose of calculating parking requirements based on employees, students, residents, or occupants, calculations must be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

4. Unlisted Uses

Upon receiving a development application for a use not expressly listed in this section, the City Auditor is authorized to apply the off-street parking standard specified for the listed use that is deemed most

similar to the proposed use or establish minimum off-street parking requirements on the basis of the requirements that apply to Schedule "C" uses.

5. Reserved Parking

All required parking spaces must be free, unfettered, and permanently available to all users. They must also be maintained for public-parking purposes only. This applies to both covered and uncovered parking spaces (required spaces may be covered so long as they are not reserved). Only parking spaces provided in excess of the minimum number of spaces required by this Development Code may be reserved—covered or uncovered— for specific users.

6. Parking within Rights-of-Way

Parking within the right-of-way is deemed excess parking and does not count toward meeting minimum off-street parking requirements. Unless otherwise expressly stated, all required parking must be located on the project site of the use or development that the parking is required to serve.

G. USE OF OFF-STREET PARKING AREAS

1. Nonresidential Districts

Required off-street parking areas are to be used solely for the parking of licensed motor vehicles in operating condition. Required spaces may not be used for the display of goods for sale or lease or for long-term storage of vehicles, boats, motor homes, campers, mobile homes, or building materials.

2. Residential Districts

- a) Required off-street parking areas are to be used solely for the parking of licensed motor vehicles in operating condition.
- b) In addition to the standard driveway parking spaces provided in conjunction with any single-family residence, one additional off-street parking or storage space for one recreational vehicle or one passenger vehicle may be provided within any front or street side setback area provided any vehicle does not exceed eight feet in height or 25 feet in length. Such parking or storage space must be finished in concrete, asphalt, or a similar paved surface.

H. ACCESSIBLE PARKING FOR PERSONS WITH PHYSICAL DISABILITIES

1. General

A portion of the total number of required off-street parking spaces in each off-street parking area must be designated, located, and reserved for use by persons with physical disabilities, in accordance with the regulations of this section.

2. Number of Spaces

The minimum number of accessible spaces to be provided is established as a portion of the total number of off-street parking spaces provided, as determined from the following schedule. Parking spaces reserved for persons with disabilities are counted toward fulfilling off-street parking standards, and shall be provided in accordance with Table 4, *Accessible Parking Requirements*.

Table 4: Accessible Parking Requirements

Total Parking Spaces Provided	Minimum Number of Accessible Spaces	Minimum Number of Van Accessible Spaces	Minimum Number of Car Accessible Spaces
1-25	1	1	0
26-50	2	1	1
51-75	3	1	2
75-100	4	1	3
101-150	5	1	4
150-200	6	1	5
201-300	7	1	6
301-400	8	1	7
401-500	9	2	7
501-1,000	2% of total spaces	1 out of every 6 Accessible spaces	7 out of every 8
Over 1,000	20+1 per each 100 accessible spaces		

3. Minimum Dimensions

All parking spaces reserved for persons with disabilities must have a minimum eight-foot width and must have an adjacent access aisle as follows:

- a) Car-Accessible Spaces: Car-accessible spaces must have at least a five-foot-wide access aisle located abutting the designated parking space.
- b) Van-Accessible Spaces: Van-accessible spaces must have at least an eight-foot-wide access aisle located abutting the designated parking space.

4. Location of Spaces

Required spaces for persons with disabilities must be located in close proximity to building entrances and must be designed to permit occupants of vehicles to reach the building entrance on an unobstructed path.

5. Signs and Marking

Required spaces for persons with disabilities must be identified with signs and pavement markings identifying them as reserved for persons with disabilities. Signs must be posted directly in front of the parking space at a height of no less than 60 inches and no more than 72 inches above pavement level.

I. PARKING LOCATION, LAYOUT, AND DESIGN

1. Location

Except as otherwise expressly provided in this Development Code, required off-street parking and loading spaces must be located on the same lot as the principal use.

2. Setbacks

In an RM, RH, C, or I district, required off-street parking spaces may occupy any part of the property, except within required landscape areas or sight-distance triangles.

3. Access

- a) All parking areas must be designed to allow vehicles to enter and exit the roadway in a forward motion unless it is physically impossible to provide for such access. An alley may be used as maneuvering space for access to off-street parking and a 20-foot credit may be granted for back-up space.
- b) (b) When an off-street parking area does not abut a public street, there must be provided an access drive not less than 24 feet in width for two-way traffic, connecting the off-street parking area with a public street. The access drive must be paved in the manner required for off-street parking lots and may not traverse property in a residential district unless the drive provides access to a parking area serving a use allowed in a residential district. Where an access or service drive is such that satisfactory turnaround is not possible, a turnaround must be provided as required by the City.
- c) Entrances and exits are subject to the approval of the City in accordance with encroachment regulations of the City and the Standard Drawings and Specifications. All driveways must be at least 26 feet from the point of curvature at intersections unless this requirement is waived by the City.

4. Driveways

- a) Widths: Driveway entrances must conform to the *Standard Drawings and Specifications* and must have the minimum widths listed in Table 5, *Driveway Width*, measured from back-of-curb to back-of-curb, plus a minimum of 18 inches additional clearance on each side of a vertical obstruction exceeding 0.5 foot in height.

Table 5: Driveway Width

Use Served	Number of Spaces	Minimum Width (feet)
Residential	6 or less	10
	7+	12 if 1-way
		24 if 2-way
Nonresidential	24 or less	16 if 1-way
		32 if 2-way
	25+	24 if 1-way
		32 if 2-way

- b) Spacing: Driveways serving the same parking facility shall comply with the *Standard Drawings and Specifications*.
- c) Visibility: Visibility of a driveway crossing a street property line may not be blocked between a height of 32 inches and nine feet for a depth of 11 feet from the back-of-curb. This driveway visibility zone extends along the edge of the right-of-way on either side of the driveway for a distance of 150 feet or to the nearest property line intersecting the street property line, whichever is less. (Site clearance triangles for streets and alleys less than 32 feet in width that intersect another street must be measured in the same manner as site triangles for driveways.)
- d) Intersection Corner Clearance Driveways near the intersections of streets 80 feet or more in width must be spaced a minimum distance of 200 feet as measured from centerline of driveway to centerline of street for driveways located on the approach side of the intersection. That distance is increased to 275 feet for driveways located on the departure side of the intersection. Exceptions to this requirement must be approved by the City.
- e) Alignment: Driveway centerline shall be perpendicular to the intersecting street centerline. Driveway throat curbing shall be parallel to the driveway centerline.

5. Common Driveways

Common driveways are encouraged between developing parcels. Exceptions to this requirement must be approved by the City.

6. Number of Driveways

No more than two driveways are allowed along the property frontage of any street. If the driveway spacing cannot be met, then only one drive will be allowed. Additional driveways require approval from the City.

7. Driveway Spacing

Driveways into commercial, business park, office complex, and warehouse developments that generate more than 500 vehicle trips per day must be spaced 200 feet centerline to centerline for driveways accessing 80-foot-wide right-of-way streets and 300 feet centerline to centerline for driveways accessing 100-foot-wide and greater right-of-way streets.

8. Right-Turn Lanes

For streets 100 feet wide or greater, right-turn lanes may be required for driveways that are projected to have 50 to 99 entering vehicles during the development’s peak hour, and right-turn lanes will be required for all driveways that are projected to have 100 entering vehicles or more during the development’s peak hour. For streets 80 feet in width, right-turn lanes will be required at driveways that are projected to have 100 entering vehicles or more during the peak hour. Right-turn lanes may also be required as determined by the City.

9. Driveway Throat Depths

Driveway throat depths of at least 50 feet are required for all driveways on 80-foot-wide rights-of-way. Driveway throat depths of 100 feet are required for all driveways on 100-foot-wide or greater rights-of-way. Exceptions to this requirement must be approved by the City. Additional throat depth may be required at each driveway generating 100 or more entering vehicles during the development’s peak hour as determined by the City.

K. DIMENSIONS

1. General

Required off-street parking spaces shall comply with the minimum dimensional standards in Table 6, *Parking Space Dimensions*:

Table 6: Parking Space Dimensions

Use	Type of Spaces	Dimensions (feet)
Residential	in Garage/Carport	20 x20
	Uncovered	9 x 20
Nonresidential	Angle	9 x20
	Parallel	8 x 23

2. Compact Spaces

The City is authorized to approve the use of compact parking spaces for up to 50 percent of employee parking if the need for compact parking spaces is supported by a parking study that has been prepared by the applicant. Compact parking spaces must have minimum dimensions of 8.5 feet by 18 feet. Compact parking spaces must be designated by signs or other approved markings.

3. Vertical Clearance

All off-street parking spaces must have a minimum overhead vertical clearance of seven feet, except that an entrance may be 6.67 feet, and the front five feet of a parking space serving a residential use may have a minimum vertical clearance of 4.5 feet.

4. Reduction for Planter and Sidewalk Overhangs

When a parking space abuts a landscape island or planter, the front two feet of the required parking space length may overhang the planter, provided that wheel stops or curbing are provided. When a parking space abuts a sidewalk with a minimum width of six feet, the front two feet of the required parking space length may overhang the sidewalk.

5. Spaces Near Obstructions

When the side of a parking space adjoins a wall, column or other obstruction that is taller than six inches, the width of the parking space must be increased by two feet on the obstructed side, provided that the increase may be reduced by three inches for each 12 inches up to a maximum of four feet of unobstructed distance from the edge of a required aisle, measured parallel to the depth of the parking space.

6. Aisle Widths

Aisle widths adjoining off-street parking spaces must comply with the dimensional standards in Table 7, *Minimum Aisle Width for Specified Parking Angle*:

Table 7: Minimum Aisle Width for Specified Parking Angle

Increase in Parking	90°	75°	60°	45° or less
Space Width (ft)				
0.00	24	22.5	18	13
0.50	23	20.5	-	-
1.00+	22	-	-	-

Notes: Required fire lanes must have a minimum width of 24 feet. Except for 24-foot fire lanes, aisles designed for two way traffic must have the minimum width shown on the chart above or 20 feet, whichever is greater.

At the end of a parking bay, an aisle providing access to a parking space perpendicular to the aisle must extend 4 feet beyond the required width of the space.

7. Markings

- a) Each required off-street parking space and off-street parking facility must be identified by surface markings and must be maintained in a manner so as to be readily visible and accessible at all times. Such markings must be arranged to provide for orderly and safe loading, unloading, parking, and storage of vehicles. Marking required to be maintained in a highly visible condition includes striping, directional arrows, lettering on signs and in handicapped-designated areas, and field color.
- b) One-way and two-way access into required parking facilities must be identified by directional arrows. Any two-way access located at any angle other than 90 degrees to a street must be marked with a traffic separation stripe the length of the access. This requirement does not apply to aisles.

8. Surfacing and Maintenance

All off-street parking areas must be paved and kept in a dust-free/snow free condition at all times.

9. Garages and Carports in Residential Districts

The following standards apply to driveways, garages, and carports in all RS & RM zoning districts, whether they are accessory structures or part of a principal structure.

- a) Driveways: Driveways must be paved in conformance with the Standard Drawings and Specifications and must have widths and clearances as prescribed.
- b) Garage Dimensions: Residential garages must have the minimum interior dimensions of 20-feet by 20-feet clear.
- c) Carport Dimensions: Carports must measure at least nine feet by 19 feet, measured from the inside face of support to the inside face of opposite support. The carport roof must cover the entire 19-foot length of the space and the carport shall not extend into or over a fire lane.

3.5.4 LANDSCAPING AND SCREENING

A. PURPOSE

This section sets out the minimum landscaping and screening requirements for development within the City of Ross.

B. SITE LANDSCAPING

1. Landscape Planting Area

Site landscape planting areas shall be a minimum of 10 percent of the computed site area for all non-residential zoning districts.

2. Industrial Zones

Yard, storage, and dock areas, separated by approved fencing a minimum of eight feet in height, may be excluded when calculating site landscaping requirements.

C. PERIMETER LANDSCAPE BUFFERS

1. Applicability

Perimeter landscape buffers shall be provided abutting street rights-of-way and parcels abutting other sites in accordance with the standards of this subsection. If landscaping material is required in the right-of-way, onsite perimeter landscape buffers may be reduced adjacent to that right-of-way through a waiver with acceptable provision of compensating benefit.

2. Relationship to Other Landscaping Standards

Landscaping provided to meet a project’s perimeter landscape buffer requirements of this section may be counted towards meeting the project’s site landscaping requirements. Parking lot landscaping may also be counted towards meeting the project’s site landscaping requirements.

3. Buffer Width

The minimum width of required landscape buffers shall be in accordance with Table 8, *Minimum Buffer Width*.

Table 8: Minimum Buffer Width

Developing Zoning District	Street ROW Width (feet)			Abutting Parcel	
	100+	99-61	60	Res	Non-Res
Residential	20	15	10	10	N/A
Nonresidential	20	15	10	15	5

Notes:

Buffer width may be reduced by the City when necessary to accommodate unique site conditions or physical constraints, provided that reduction is offset by greater buffer widths in unconstrained areas such that the average buffer complies with the minimum width requirement.

Buffer requires large trees installed (24-inch box size) planted on average 15 feet on center where adjacent land use is lower intensity.

D. PLANT UNITS

1. Perimeter Landscape Buffers and Non-Buffer Areas

Unless otherwise expressly stated, a minimum of one shrub shall be provided per 80 square feet of landscape buffer, and a minimum of one tree shall be provided per 20 linear feet of landscape buffer. Trees are not required to be planted every 20 feet on center. The City may allow plant and tree clustering subject to approval.

2. Residential

A minimum of two trees (small, medium, or large) installed at 24-inch-box size, seven five-gallon shrubs and seven one-gallon groundcovers shall be provided for each residential front yard. Custom homes in designated rural neighborhoods and custom home lots with no design standards shall be exempt from this standard.

Alternatives to the two-tree requirement may be approved by the City. Decisions will be based on the available open soil area in a front yard.

3. Other Areas

All landscape planting areas that are not dedicated to trees or shrubs shall be landscaped with groundcover or other appropriate landscape treatment including, but not limited to, decorative rock or decomposed granite. Up to ten percent of the required landscape area that is not dedicated to trees or shrubs may be occupied by hardscape materials, provided such areas are shaded by trees, canopies, or other shade devices. The underlying slope of all areas covered with rock mulch shall not exceed 3:1. If the slope exceeds 3:1, rip-rap must be used, which is rock with a diameter of six to nine inches.

4. Administrative Adjustments

The City may approve administrative adjustments of up to 20 percent of the plant unit, based upon provision of usable open spaces, shaded walkways, courtyards, and other similar features.

5. Landscape Restrictions within Municipal Utility Easements

Landscape planting areas in designated municipal utility easements may not be required to provide the minimum number of trees to satisfy the applicable standards of the Code. Large shrubs shall be required to be substituted at a ratio of one-to-one to offset the reduction in trees within the landscape planting area, in addition to the shrubs planted to satisfy the standard of the applicable section.

Alternatives to this may be approved by the City.

E. DUMPSTER SCREENING

Trash dumpsters and other waste/recycling containers serving multifamily or nonresidential uses shall be screened in accordance with the following standards.

1. Design and Other Specifications

Dumpsters or other trash receptacles shall be screened from public view on three sides by a solid wall at least six feet in height and on the fourth side by a solid gate at least five feet in height. The gate and wall shall be maintained in good working order and shall remain closed except when trash pick-ups occur.

The wall and gate shall be architecturally compatible with other buildings and structures on the site.

Applicants shall be responsible for coordinating with the solid waste disposal provider on matters relating to appearance, quantity, interior dimensions, locations, and access.

2. Setbacks

All enclosures shall be located a minimum of 50 feet from residential zoning districts and from the property lines of sites containing existing or proposed residential, school, licensed day care, and park and recreation facilities.

F. LOADING AND ACCESS AREAS-DESIGN AND SCREENING

In nonresidential, commercial and industrial buildings with rear or side vehicular access shall maintain adequate room for loading docks, loading spaces, customer pick-up areas, trash enclosures (and their setbacks), vaults, transformer pads, other utility service boxes, and all ground-mounted mechanical equipment. Beyond the physical boundaries of the docks and other such adjacent circulation impediments, property owners shall provide and maintain a minimum setback of 34 feet from all property lines. Within this minimum 34-foot setback, the 24 feet closest to the building and its adjacent circulation impediments shall remain clear at all times, and the ten feet nearest the property line shall be available for vaults, transformer pads, and other above- and below-ground utility service boxes. Areas within ten feet of property lines that are not used for utility boxes shall be landscaped with minimum 24-inch box pine trees, planted 15 feet on center. Alternate plant materials may be approved by the City provided the alternate materials result in equivalent immediate and long-term screening.

K. FENCES AND WALLS

Unless otherwise expressly provided for in this Code or unless expressly provided for in conjunction with the approval of a conditional use permit, fences and walls shall comply with the following general standards:

1. All Zoning Districts

- a) **Sight Visibility Zones:** In addition to the standards listed below for various zoning districts, sight visibility zones for street intersections shall be provided. Sight visibility zones for driveways shall also be provided.
- b) **Access Gates:** Access gates shall be approved by the City. All access gates shall be built from materials that are not conducive to vandalism.
- c) **Materials and Design:** Fences and walls shall complement the design of the associated building(s) in terms of their color, materials, and scale.
- d) **Fence or Wall Height:** Fence or wall heights shall be measured from finished grade on the highest side of the fence or wall to the top of the fence or wall.
- e) **Vacant Property:** Vacant property may be fenced with chain-link fencing not to exceed six feet in height when the purpose of such fencing is to prevent unauthorized dumping or vehicular soil disturbance that results in fugitive dust or nuisance conditions. Such fencing of vacant property shall not be construed to allow use of the property for outdoor storage.

2. Residential Zoning Districts

Except as otherwise permitted in this Code, the maximum height of a fence or wall within required side and rear setbacks in a residential zoning district shall be six feet (eight feet adjacent to commercial development), except in required front setbacks, where the maximum height of a solid fence or wall shall be 32 inches and the maximum height of a chain-link or wrought-iron fence shall be four feet. The maximum height for fences/walls for entry gates at the residential subdivision entrance shall be eight feet. All other entry features or designs must be approved through a design review.

3. Commercial and Industrial Zoning Districts

- a) The maximum height of a fence or wall in a commercial or industrial zoning district shall be eight feet, or up to 12 feet under certain circumstances where additional height is required to secure storage areas.
- b) Fencing and/or walls located within the front-, side-, or rear-yard setback, or abutting open space, parks, and trails shall be limited to a maximum of three feet in height, except where an increased height is necessary to meet screening requirements for parking, loading areas/trash receptacles and other service areas.

L. SLOPES AND GRADING

- a) Unless otherwise approved by City or specified in the Ross Municipal Code, on zoned lots less than 12,000 square feet in area, the slope of the first 15 feet of the rear yard area or rear yard required by the underlying zoning district shall not exceed one foot of vertical change per 12 feet of horizontal run, measured from the house outward
- b) Unless otherwise approved by the City or specified in this code zoned lots smaller than 12,000 square feet, the slope of the first five feet of side yard area or any side yard required by the underlying zoning district, whichever is smaller, shall not exceed one foot of vertical change per eight feet of horizontal run, measured from the dwelling outward. A swale may lie within this area; however, in no instance shall either side of the swale exceed a slope of one foot vertical per five feet of horizontal change.
- c) Unless otherwise approved by the City or unless otherwise specified in this code, no driveway or parking space intended to satisfy the off-street parking requirements of this Code shall exceed a slope of one foot of vertical change per eight feet of horizontal run.
- d) Applications for any residential preliminary plat within the city may be subject to additional exhibits being required as part of the application process. Such exhibits shall clearly demonstrate the resulting grade elevation differentials that would result between neighboring properties and the subject property of such application(s). The City will consider the impact of the proposed grade elevation differentials on adjacent property and, if significant negative impacts are found, will recommend that the proposed grades be modified or that the negative impacts be mitigated.
- e) In residential districts where lots are created by an out-lot(s) or by any process other than the tentative map/final map process, the import of fill shall not result in the maximum finished floor elevation for individual lots being greater than two feet above the minimum elevation.

3.5.5 COMPENSATING PUBLIC BENEFITS

A. PURPOSE

The City may provide incentives pursuant to this section in order to encourage the provision of certain community benefits or amenities, such as parks, open space, workforce housing, public active and passive recreational opportunities, and other physical, social, or cultural benefits or amenities.

B. INCENTIVES RESTRICTED TO ADDED BENEFITS

Incentive(s) shall be granted only when compensating public benefits or amenities are offered that are reasonably related to the proposed incentive(s) and would not otherwise be required by this Code or state law.

C. ALLOWABLE BENEFITS FOR WHICH INCENTIVES MAY BE GRANTED

The following benefits may be offered either on the site of the subject application or off the site within the City of Ross:

- a) Deed-restricted workforce and/or affordable housing
- b) Permanent conservation of natural areas or lands
- c) Provision of passive or active open space and related improvements, beyond the common open space requirements of this code
- d) Public parks and recreational facilities beyond applicable minimum requirements
- e) Public trails and trail linkages beyond applicable minimum requirements
- f) Cultural or historic facilities deeded to the City of Ross or qualified not-for-profit agencies
- g) Other benefits approved by the City Council

D. INCENTIVES PERMITTED

The City may grant the following incentives to the applicant on a specific site:

- a) Increases in residential unit density (only available for developments that provide deed restricted workforce and/or affordable housing)
- b) Increases in nonresidential dimensional standards
- c) Decreases in required minimum lot area, setbacks or other bulk standards beyond what would be available through the Administrative Adjustment process
- d) Increases in impervious lot coverage, floor area ratios, building heights or other standards beyond what would be available through the Administrative Adjustment process
- e) Any other modifications to provisions of this Code as deemed necessary and appropriate by the City Council for the achievement of the community benefit or amenity

E. PROCEDURE AND CRITERIA FOR APPROVAL

- a) Authorization of incentives is subject to approval by the City through either the waiver or the development agreement procedures.

- b) Applicants may seek nonbinding input from the City regarding proposed benefits and incentives at a pre-application conference prior to submission of the application or at any stage of the application process prior to the formal decision.
- c) To evaluate the adequacy of the proposed benefit(s) to be accepted in exchange for the requested incentive(s), the following information shall be provided by the applicant with the subject application:
 - 1. A description of the proposed amenity or amenities outlining the benefits that will accrue to the community, and a description of the relationship between the proposed amenity or amenities and the incentives sought
 - 2. The economic value of the proposed amenity or amenities to the City as compared with the economic value of the proposed incentive or incentives to the applicant
 - 3. A preliminary demonstration that there is adequate public facilities serving or proximate to the proposed development to handle the additional demands the incentive and amenity may place on such facilities beyond the demand that would otherwise occur with conventional development
 - 4. An explanation as to the way in which the amenity or amenities will implement physical, social, or cultural policies of the Comprehensive Plan and this Code