

**UMATILLA PLANNING COMMISSION MEETING
AGENDA
COUNCIL CHAMBERS
JULY 27, 2021
6:30 PM**

1. **CALL TO ORDER & ROLL CALL**

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF MINUTES**

3.a [June 22, 2021 Minutes](#) *Suggested Action: Approval*

4. **UNFINISHED BUSINESS**

5. **NEW BUSINESS**

5.a [Appoint new Planning Commission Chair](#) *Suggested Action: With the passing of Planning Commission Chair Boyd Sharp a vacancy has been created.*

6. **DISCUSSION ITEMS**

6.a [Cottage Clusters](#) *Suggested Action: Cottage clusters are a group of smaller detached housing units. The cottages are typically 800-1200 square feet, less than half the size of the typical modern home. Cottages are clustered around a common open space. Front entrances of cottages open onto the common space or onto the sidewalk.*

6.b [RV Park Design Standards](#) *Suggested Action: The City can not limit stay but can discuss standards for future RV Parks.*

6.c [ADU Parking](#) *Suggested Action: Due to state House Bill 2005, the City needs to remove any off street parking requirements for ADU's*

6.d [City Administrator to City Manager](#) *Suggested Action: City Code references a City Administrator and not City Manager. The City of Umatilla employs a City Manager and not City Administrator. Staff propose an update to the correct terminology.*

6.e [Limitation on Drinking Establishments](#) *Suggested Action: Current limit on Drinking Establishments prohibits establishment of such business within 500 feet from Schools, Libraries, and Parks.*

7. **INFORMATIONAL ITEMS**

8. **ADJOURNMENT**

This institution is an equal opportunity provider. Discrimination is prohibited by Federal law. Special

accommodations to attend or participate in a city meeting or other function can be provided by contacting City Hall at (541) 922-3226 or use the TTY Relay Service at 1-800-735-2900 for appropriate assistance.

**UMATILLA PLANNING COMMISSION MEETING
DRAFT AGENDA MINUTES
COUNCIL CHAMBERS
JUNE 22, 2021
6:30 PM**

1. **CALL TO ORDER & ROLL CALL**

Meeting called to order at 6:31 p.m.

A. **Present:** Commissioners; Kelly Nobles, Keith Morgan, Bruce McLane, Jennifer Cooper, Heidi Sipe.

B. **Absent:** Boyd Sharp, Hilda Martinez

C. **Late arrival:**

D. **Staff present:** Community Development Director, Brandon Seitz, and Associate Planner, Jacob Foutz.

2. **PLEDGE OF ALLEGIANCE**

3. **APPROVAL OF MINUTES**

3.a [May 25, 2021 Minutes](#)

Commissioner Nobles stated that on the motion to continue PA-1-21 he was the commissioner that seconded the motion not Commissioner Morgan. Motion to approve by Commissioner Morgan, seconded by Commissioner Cooper. Motion Carries 4-0.

4. **UNFINISHED BUSINESS**

4.a [Monte Vista Plan Amendment PA-1-21](#) *Suggested Action:*

The applicant, Monte Vista, is requesting to rezone two tax lots totaling 81.17 Acres from Single-Family Residential (R -1) to Medium-Density Residential (R-2) for a proposed subdivision application. The proposed subdivision would create a total of 326 new single-family homes. If this Rezone is not approved the proposed subdivision would need to meet the lot size standards of the Single-Family Residential Zone.

Vice Chair Sipe reopened the hearing and read into the record the Public Hearing Opening Statement.

Vice Chair Sipe asked for the staff report.

Director Seitz gave a brief background and recommendation of approval based upon the applicable criterion being met.

Vice Chair Sipe asked for the applicant's testimony

Luke Pickerill of MonteVista Homes at 22123 Nelson Road Bend, Oregon 97882 thanked the commission for their consideration and stated he was happy to answer any questions.

Vice Chair Sipe asked if there was any testimony in favor of the application.

Steve Wilson of MonteVista Homes thanked the commission for the opportunity to present and spoke of their excitement to be in the community.

Vice Chair Sipe asked for any other testimony.

Carla McLane of 170 Van Buren, Umatilla OR 97882 stated that she was neutral and also thinks it is great to have this development in the area. Her concern regards the traffic impact analysis and where the improvements to streets will be. She asked the question “why the change in zoning”.

Luke Pickerill of MonteVista homes explained that there is a product that they produce no matter what the lot size is, he stated it made sense to make the lots smaller to get more homes in.

Vice Chair Sipe called for a motion to close the hearing of PA-1-21. Motion to close by Commissioner Nobles. Seconded by Commissioner McLane. Motion Carried 4-0.

Vice Chair Sipe asked for any question or discussion among commission members.

Director Seitz clarified the methodology of the TIA and explained that further changes can be made at the time of the TSP update.

Vice Chair Sipe called for a motion to approve PA-1-21. Motion to approve by Commissioner Morgan. Seconded by Commissioner Cooper. Motion Carried 4-0.

5. **NEW BUSINESS**

5.a **Extension for SUB-1-21** *Suggested Action:*

The applicant, MCSUM(MonteVista), have received approval of a tentative plat for a residential subdivision to divide two existing parcels into 326-lots for residential development on May 25, 2021. The applicant intends to develop the lots with single-family homes, but is requesting a 1-year extension to begin construction.

Vice Chair Sipe opened the hearing and called for the staff report.

Associate Planner Foutz went over the standards found in the staff report and recommended that Planning Commission grant two 6-month extensions to the applicant moving their final plat approval date to June 3, 2023.

Director Seitz explained that this is a public hearing and that this extension makes sense due to the size of the development.

Vice Chair Sipe called for applicant testimony, and public testimony for and against the application. None.

Vice Chair Sipe called for a motion to close the hearing of Extension for SUB-1-21.

Motion to close by Commissioner Nobles. Seconded by Commissioner McLane.

Motion Carried 4-0.

Vice Chair Sipe called for a motion to approve. Motion to approve the extension with two consecutive 6-month extensions by Commissioner McLane. Seconded by Commissioner Cooper. Motion Carried 4-0.

5.b **Master Park Plan** *Suggested Action: Formal recommendation to City Council*

Director Seitz asked for any input on the master park plan and a formal recommendation of approval to the City Council.

Commissioner Nobles gave his compliments to staff on the quality of the plan.

Commissioner McLane stated his approval and stated how important plans are in the city planning process.

Vice Chair Sipe expressed her excitement to see how recommendations in the plan are already being implemented in the City.

Vice Chair Sipe asked for any public comment. None.

Vice Chair Sipe called for a recommendation to the City Council. Motion to recommend approval by Commissioner Cooper. Seconded by Commissioner McLane. Motion Carried 4-0.

6. **DISCUSSION ITEMS**

6.a **Community Development Director Check In** *Suggested Action: An update on things happening within the City of Umatilla*

Director Seitz explained that the commission may soon need to appoint a new Chair. Commissioner McLane asked if there will be any shade for the farmers market in the future. Director Seitz explained the business center will provide some shade.

Commissioner Morgan asked for the update to the pedestrian bridge across the Umatilla. Director Seitz explained the hope for deconstruction this year and being two years away from a new bridge.

Vice Chair Sipe gave compliments to Building Inspector John.

7. **INFORMATIONAL ITEMS**

8. **ADJOURNMENT**

Meeting Adjourned 7:02pm

Cottage Cluster Housing



City of Umatilla

Community Development Department



Cottages

Small, single-level, detached units, clustered around pockets of shared space. A cottage is typically under 1,000 square feet in footprint.



Fitting into Umatilla

Because of their small footprint and low profile, cottages fit seamlessly into most detached single dwelling neighborhoods and are ideal for odd-shaped lots. Here in Umatilla, our Single-Family Residential, Medium Density Residential, and Multi-Family Residential are all great fits for future cottage housing.

Typical Household

These small units are ideal for small households. Retirees, small families, single-person households are all people that can benefit from cottage housing.

Why this is needed

Cottage housing maintains a single-family housing environment by providing a small private yard space and detached units, but combines it with affordable cost and reduced maintenance attributes of attached housing.



“I think what people like about it is people are looking for less home and maintenance, they still have their own house; they just don’t need the big yard or the big house.”

-Tracy Thompson, Tye Development

Common Standards

Standards will vary from jurisdiction to jurisdiction. Our goal is to determine what standards will best serve the City of Umatilla.



Standards	Range of requirements
Density	4-12 units per acre
Unit Size	600 SF-1200 SF per unit*
Number of units	4-12 units per development cluster
Minimum shared open space	150-500 SF per unit
Minimum Private open space	100-300 SF per unit
Parking	1-3 per unit
Height	18-45'
Front/Side/Rear Setback	5-20' / 5-10' / 5-20'



*Cottage clusters means groupings of no fewer than four detached housing units per acre with a footprint of less than 900 square feet each and that include a common courtyard. This standard applies to towns 10,000 or more. (HB2001)

Other possible standards

Possible options and ideas for code development

- Maximum number of stories: 2-3
- Minimum depth balconies: 4-6'
- Minimum depth porches: 4-6'
- Minimum depth patios and decks: 6-8'
- Maximum height for cottages accessory structures: 18'
- For a balcony or porch to qualify as open space: Minimum dimensions 8' X 8'
- Ownership: Land ownership with shared common space.
- Separation of developments: Minimum 1,000'
- Site coverage: 20 percent must be common open space, which is oriented toward the street.
- Home Occupations: Home businesses serving customers are not allowed.
- Parking must be grouped and located at least 20 feet from any street.
- Minimum distance between structures: 5-15'



Chapter III

Recreation Facility Design Guidelines

These recreation design guidelines often exceed minimum dimensions and standards. The guidelines are based on experience and best design practices for current recreation facilities and users.

A. Sustainability in Design

Designers should make decisions with sustainability in mind. Choose manufacturer's site components that are made of recycled materials. Use materials for construction that are recycled or available locally. Use solar lighting and power for buildings whenever possible. Select components that minimize the use of water. For more considerations to aid in sustainable development, consult the [U.S. Green Building Council's Leadership in Energy and Environmental Design, 2009 Green Building Design and Construction Reference Guide](#) for new construction and major renovations.

Note: There is a charge for this reference.

B. Accessibility of Federally Owned Properties

All properties constructed, remodeled, added to, or rehabilitated after 1968 must comply with the requirements of the [Architectural Barriers Act of 1968](#) (ABA), as amended and adopted by the General Services Administration in its [Federal Management Regulation](#). The ABA requires such properties to allow for access to, and independent use by, people with disabilities. Standards, including scoping, dimensions, and other conditions, have been prescribed per the ABA. Designers must be aware of these standards and design and construct facilities accordingly. Refer to the U.S. Access Board, the ADA National Network, the National Center on Accessibility, and the U.S. Justice Department's ADA website for additional guidance, including the supplemental publications, research, and training opportunities.

C. Entrance Station

The entrance road to a recreation area should be nearly level with the primary road, so that maximum safety and minimum grading can be achieved. It is recommended that the entrance station be located on the road that leads into the recreation area and at least 150 feet off the primary road.

The designer should consider the size of the vehicles that will be coming through the entrance area and ensure there will be no obstacles. This is especially true where houseboats will be coming through the entrance area. In addition, the designer should consider combining the contact station with the site office into one building where those two functions occur at the same area. All new or rehabilitated entrance areas must be accessible¹ and may include the following features:

- At least two incoming traffic lanes.
- Parking spaces for at least two cars, one of which must be a van-accessible parking space.
- An ORAR that includes a 60-inch by 60-inch clear space in front of signs and any fee station, and that connects to the access aisle of the accessible parking space(s).
- Informational signs.
- A self-service fee depository.
- Overhead site lighting.
- Vehicular turnaround space both inside and outside the entrance station.
- An outgoing traffic lane.

Traffic service lanes in the area of the entrance station should be a minimum of 12 feet wide. Walkways shall be a minimum of 5 feet wide and must meet accessibility standards. Signs, lighting, and any fee depository shall be located adjacent to the ORAR. Walkways shall be cross-sloped at a maximum of 2.08 percent. Entrance area lighting should be provided at a level appropriate for safety. Designs for entrance areas should be reviewed for security compliance with the SSLE Office.

Any fee depository will be designed for self-service and shall comply with accessibility requirements. Consider an electronic fee collector system that complies with Section 508 of the Rehabilitation Act. A non-electronic fee depository should include an accessible writing surface with a midline height 30 inches off the ground and a fee slot

¹ The term "accessible," as used throughout this document, means to be usable by persons with disabilities and in compliance with orarABAAS.

34 inches off the ground. Self-service lanes in the area of the entrance station should be a minimum of 20 feet wide. Refer to Appendix A - Entrance Station.

D. Camping Facilities

1. Campground Layout —

Each campground layout design should be reviewed onsite to ensure that grade transitions can be accomplished smoothly and without costly post-construction remedial efforts. When siting the roads in a campground, full consideration should be given to aesthetic factors, smooth traffic flows, and site topography as well as cut and fill balances. It is important that proposed field changes be approved by the appropriate designers. In all cases, picnic grounds and campsites should be sited with the emphasis on safety, program goals, and eliminating user conflicts.

Comfort stations should be sited so that trampling and erosion impacts, as well as intrusions on other campsites, are minimized. Reasonable effort should be made to provide vegetative screening at those campsites nearest the comfort station to maximize privacy and minimize disturbance from the activities at the comfort station. Placement of vault comfort stations should be downwind from the prevailing winds for odor management at campsite or other campground activities. Accessible parking spaces and ORARs shall be provided at each comfort station.

Lighting within a campground should be low intensity and provide illumination only where necessary for safety. Light fixtures should aim the light at the ground rather than into the night sky. Lighting at comfort stations should illuminate the external sidewalks and nearby ground surfaces. Choose lighting sources that use the least electricity, such as light-emitting diodes. Refer to the [Dark Sky Society](#) link for information regarding night lighting.

Each campground should have a permanent display that contains a site map or plan that effectively communicates site layout, accessible features, regulations, and items of interest and their relative locations. The map must meet accessibility requirements, including providing tactile and/or Grade II Braille characters for persons with sight impairments and using symbols, pictographs, pictograms, color, and hierarchical language for effective communications with persons who have cognitive impairments. All facilities within the campground, such as comfort stations, parking lots, and accessible campsites, as well as places of interest, shall be linked by an ORAR. Portions of an ORAR can

follow the circulation road so long as that is the pathway taken by others.

Campgrounds shall meet or exceed the minimum accessible scoping requirement. Refer to Section D.5. Accessible Campsites, of this chapter. Accessible sites shall be dispersed throughout the campground and offered in several preferred types, including RV (pull-through, back-in), tent, walk-in, boat-in, group, etc. If the minimum scoping requirement has not yet been met, then apply the scoping requirement where campsites are altered or added until the minimum requirements are met. Contact an accessibility specialist for more information, including applicable exceptions.

2. Campground Utilities and Trash —

Utilities and trash receptacles in campgrounds may be provided in various combinations and locations. The operable parts of all utilities and trash receptacles within accessible campsites shall be within a 15-inch to 48-inch reach range. Operable parts for water hydrants and water utility hookups must be between 28 inches and 36 inches above the finish ground surface. The clear space at and around the utilities and trash receptacles shall have a firm and stable surface. (*A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentation.*) If the surface is concrete, asphalt, or boards, the clear ground space slope shall be no more than 2.08 percent in any direction throughout the entire surface area. If the surface is other than concrete, asphalt, or boards, then the clear ground space slope is allowed to increase up to 3.33 percent in any direction if needed for drainage (but not for other reasons).

a. Electricity:

When electricity is provided to a campsite, it should be provided in a covered and grounded electrical box that is mounted to a post or in a manufactured assembly that includes a ground fault interrupter. The post should be located on the driver's side of the parking spur at a point 0 to 15 feet from the rear of the spur. In addition, the accessible site shall have a minimum 30-inch by 60-inch accessible clear space adjacent to, and centered on, the post. Locate the space so that the hook-ups are at the rear center of the space. The long side of the clear space should adjoin or overlap an accessible parking space or pull-up space for recreational vehicles. The post, as well as other manufactured electrical boxes, should be protected by a steel

guard post located 18 to 24 inches away on the side nearest the road. Bollards or other barriers shall not obstruct the clear space required in front of the hook-ups. Guard posts should be 4 to 5 inches in diameter and filled with concrete. Warning tape should be placed in the trench above the electric lines. Electrical facilities at each campsite should be sized to comply with National Electrical Code.

b. Water:

Water provided should be from a water hydrant or water spigot and, in some cases, includes a splash basin. All water sources should include a backflow preventer. In instances where both a drinking fountain and a water hydrant or water spigot are provided at the same site, both features should share the same splash basin and underground supply lines, if feasible. Refer to Appendix B - Camping and Picnicking Facilities. When water alone is to be provided to a campsite, the splash basin should be located no closer than 5 feet from the road in the vicinity of the general living area of the site.

When water and electricity are both to be provided at a campsite, the hydrant or spigot should be located on the driver's side of the parking spur at a point 15 feet from the rear of the spur. Guard posts should be installed as described above. The water line and electrical line should be installed in the same trench when appropriate, according to codes, and there is to be a warning tape just above the electrical line.

c. Accessible Water Hydrants and Spigots:

Hydrants and spigots, other than water utility hookups (included below), that are located along a campground ORAR or at an accessible campsite, shall have a 48-inch by 72-inch minimum accessible clear space centered on the water hydrant, with the long side of the space adjoining or overlapping an ORAR or another clear ground space. Locate the space so that the water spout is 11 inches minimum and 12 inches maximum from the rear center of the long side of the space. The spout shall be located between 28 inches and 36 inches above the ground surface. The splash basin must have a level accessible surface. If a grate is used, the openings in the grate shall not allow the passage of a 0.5-inch-diameter sphere or dowel rod and the openings shall be placed perpendicular to the dominant direction of travel. If the surface is concrete, asphalt, or boards, the clear ground space slope shall be no more than 2.08 percent in any direction throughout the entire surface area. If the surface is

other than concrete, asphalt, or boards, then the clear ground space slope is allowed to increase up to 3.33 percent in any direction if needed for drainage (but not for other reasons). In all cases, the clear space shall be firm and stable. *(A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentation.)*

d. Accessible Water Utility Hookups:

The water utility hook-up shall have a 30-inch by 60-inch minimum accessible clear space adjacent to, and centered on, the post. Locate the space so that the hook-up is at the rear center of the space. The long side of the clear space must adjoin or overlap an accessible parking space or pull-up space for recreational vehicles. Bollards or other barriers shall not obstruct the clear space required in front of the hook-up. If the water hydrant has a water spout, it shall be located between 28 inches and 36 inches above the ground surface. If the surface is concrete, asphalt, or boards, the clear ground space slope should be no more than 2.08 percent in any direction throughout the entire surface area. If the surface is other than concrete, asphalt, or boards, then the clear ground space slope is allowed to increase up to 3.33 percent in any direction if needed for drainage (but not for other reasons). In all cases, the clear space shall be firm and stable. *(A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentation.)*

e. Sewer Hookups:

When water and sewer hookups are located at the same spur, the two hookups should be separated by at least 8 to 10 feet. In addition, the accessible site shall have a minimum 30-inch by 60-inch accessible clear space adjacent to, and centered on, the post. Locate the space so that the hook-ups are at the rear center of the space. The long side of the clear space must adjoin or overlap an accessible parking space or pull-up space for recreational vehicles. Bollards or other barriers shall not obstruct the clear space required in front of the hook-ups. Refer to Appendix B– Camping and Picnicking Facilities.

f. Wireless Internet Hookups:

Consider providing wireless Internet access where appropriate.

g. Trash:

Trash receptacles within accessible campsites shall meet the standards. If more than one is provided within the campsite, then 20 percent, but not less than two, trash receptacles shall be accessible and located on an ORAR. When trash receptacles are located in public use or common use areas that serve the accessible camping sites, 20 percent of the receptacles shall be accessible, and be located on, or adjacent to, an ORAR. The accessible receptacles shall have a minimum clear space of 36 inches by 48 inches positioned for forward approach to the receptacle opening, or 30 inches by 60 inches positioned for a parallel approach to the receptacle opening. The surface of the clear space shall be firm and stable. *(A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentation.)*

3. Campsite Parking Spurs —

Two preferred types of campsite parking spurs are back-in and pullthrough. Single-wide parking spurs should be 14 feet wide, and double-wide spurs should be at least 24 feet wide (for accessible campsite parking, refer to Section D.3.c. below). Parking spurs should be constructed of compacted road base, asphalt, or concrete. The minimum parking spur length should be long enough to accommodate a trailer plus a towing vehicle such as a car or truck. Parking spurs should be designed for the vehicles that will be using them. Refer to Appendix B – Camping and Picnicking Facilities. Back-in spurs that require a change in grade from the main road of more than a few inches should be avoided.

a. Back-In Parking:

Back-in spurs may be located on either side of a one-way road, but preferably on the left side for driver's side visibility. Back-in spurs may vary in length to accommodate site features. The preferred spur to road angle for back-in is 30 to 40 degrees, as measured from the road. Back-in spur angles should not exceed 60 degrees. Refer to Appendix B – Camping and Picnicking Facilities.

b. Pullthrough Parking:

Pullthrough campsites should be located only on the right side of the road so the living space is away from any road traffic.

These pullthrough spaces should be a minimum of 100 feet long. Refer to Appendix B – Camping and Picnicking Facilities.

c. Accessible Campsite Parking:

RV parking spaces at accessible campsites shall be 20 feet wide minimum; except where there are two adjacent parking spaces, then one space is permitted to be 16 feet wide minimum. Additional parking spaces at an accessible site for any kind of vehicle other than recreation vehicles shall be a minimum of 16 feet wide, except where there are two adjacent parking spaces, then one parking space is permitted to be 8 feet wide minimum. If the surface is concrete, asphalt, or boards, the clear ground space slope shall be no more than 2.08 percent in any direction throughout the entire surface area. If the surface is other than concrete, asphalt or boards, then the clear ground space slope is allowed to increase up to 3.33 percent in any direction if needed for drainage (but not for other reasons). In all cases, the clear space shall be firm and stable throughout the entire surface area. *(A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentation.)* Parking spaces shall have a minimum vertical clearance of 98 inches.

Note: If this is a first come first served campground, then it is recommended to post a sign at each accessible space(s) to identify them.

4. Campsite Layout and Components —

The living area of each campsite should be located to the right or rear of the parking spur. This location is preferred because the doors of recreational vehicles are on the right side (passenger side of the vehicle) when facing the direction of traffic flow. Each campsite should include a picnic table, fire ring, and/or pedestal grill. Highly developed facilities in hot, shadeless areas that service a large number of visitors may feature shade shelters for campsites. It is recommended that at least one-half of the campsites accommodate a tent space, either included within the designated overall living area or separate, but associated with the site's larger living area. The designer should strive to create privacy and a buffer zone between adjacent spaces. It is preferred, but not required, that site components in non-accessible campsites comply with accessibility standards. This is because the site will then be usable by more people than it would

otherwise be. Refer to Appendix B – Camping and Picnicking Facilities.

a. Picnic Tables:

The table should be of heavy-duty construction. The recommended minimum length is 8 feet and shall meet accessibility scoping requirements and standards. It is recommended that a variety of wheelchair-seating locations be provided (e.g. end, center, or side access) and that the edges of the bench seats be painted on either side of the wheelchair-seating location to alert persons with visual impairments that no bench seat is present in the space. Picnic tables shall provide one wheelchair space for each 24 linear feet of usable table surface perimeter.

b. Fire Ring:

Placement of tent pads and location of bushes, brush, and trees should be considered when siting fire ring location to reduce potential fire hazards. The fire ring should also be downwind from the table during the prevailing evening winds to avoid fire hazards and to minimize smoke in the living area. In all cases, the ground surface under the fire ring and for 2 inches beyond the edge of the fire ring should be of compacted road base or gravel, but never non-fireproof concrete, due to the danger of extremely hot concrete exploding. Refer to Appendix B – Camping and Picnicking Facilities.

c. Pedestal Grill:

The grill should be located at the edge of the living area and downwind from the table. It is recommended that the cooking surface of the pedestal grill be large enough for a camp stove to be set upon it and be stable. The grill should be installed so that the cooking surface is not more than 34 inches above the living area surface. Refer to Appendix B – Camping and Picnicking Facilities.

5. Accessible Campsites —

All accessible campsite components shall comply with accessibility standards and be connected to other accessible campground and common use features by an ORAR. The different types of campsites offered (RV, tent only, walk-in, boat-in, etc.) must be scoped separately and the minimum number of each type provided. Placement of the accessible campsites shall

be provided within desirable locations and not always near or next to the comfort station or vault toilet. If more than one accessible site is provided they shall be dispersed throughout the campground depending upon the type of experience offered. Plans for, and construction of, all accessible campsites should be reviewed by an accessibility specialist to ensure compliance.

The number of accessible campsites to be provided depends upon the number of campsites within the campground and shall be scoped as shown on the ODAAG table listed below:

Table F244.2.1 Camping Units

Total Number of Camping Units Provided in Camping Facility	Minimum Number of Accessible Camping Units Required
1	1
2 to 25	2
26 to 50	3
51 to 75	4
76 to 100	5
101 to 150	7
151 to 200	8
201 and over	8, plus 2 percent of the number over 200

An accessible campsite shall include an accessible table that has a minimum 36-inch-wide clear pathway around all usable sides (measured from the back edge of the bench seats), and meets knee and toe clearance requirements. The table should be fixed to the ground so it cannot be moved into a noncompliant position. Each table should have a wheelchair space that is 30 inches by 48 inches minimum and positioned for a forward approach. It is recommended that a variety of wheelchair-seating locations be provided (e.g. end, center, or side access). Picnic tables shall provide one wheelchair space for each 24 linear feet of usage table surface perimeter.

Note: If a center-cut or side-cut table is used, it is recommended that a warning be painted on the ground or around the edges of the cut surface with color that contrasts sharply with the surrounding concrete to alert persons with visual impairments that there is no bench seating in this location.

Accessible campsites will provide the same features as other sites within the campground (tent pad, pedestal grill, fire pit, etc.). If there is a tent pad or tent platform, it shall be surrounded on all usable sides by a 48-inch x 48-inch clear ground space. If a pedestal grill or fire ring is provided, there shall be a 48-inch by 48-inch minimum clear maneuvering space around all usable sides of the grill or fire ring. The clear ground space must be centered on the fire ring or grill. The fire-building surface shall be

9 inches minimum high. The cooking surface shall be between 15 and 34 inches high. If there is a raised edge around the fire ring (e.g. the fire ring is surrounded by a concrete barrier), then the depth of the edge or barrier must not be more than 10 inches.

All features within the campsite shall be accessible and connected by an ORAR. All features shall have clear maneuvering space that complies with the standards. The surface throughout the living area and the clear maneuvering spaces shall be firm and stable. (*A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentation.*) If the surface is concrete, asphalt, or boards, the clear ground space slope shall be no more than 2.08 percent in any direction throughout the entire surface area. If the surface is other than concrete, asphalt, or boards, then the clear ground space slope is allowed to increase to 3.33 percent in any direction if needed for drainage (but not for other reasons).

E. Picnicking Facilities

1. General Description —

Picnic sites should include a picnic table and a pedestal grill. The use area should be sloped 1.5 percent maximum to drain. The toilet facility should be located in a convenient location, near the picnic sites. A recommended distance is within 300 feet of the parking area. Picnic sites shall meet or exceed the minimum accessible scoping requirement. Accessible picnic sites shall be dispersed throughout the area at several preferred locations, including under trees or shade shelters, in sun, near water or preferred sight lines, etc. Accessible picnic sites should include any features offered within other picnic sites. Refer to Appendix B – Camping and Picnicking Facilities.

2. Group Picnic Sites —

Traditionally, Reclamation has designed its recreation facilities with a specific goal of providing individual, or single family, recreation experiences. However, societal trends and demands are increasingly for group sites. To keep up with demand, it is recommended more group experiences be offered.

It is recommended that group picnic sites be added to any major capital investment and recreation facility upgrade by Reclamation and/or its managing partners. Group picnic sites should incorporate large covered group shelters (where feasible), grouped and larger picnic tables, and



Henry Hagg Reservoir, Oregon — Sain Creek Group Day Use

larger grills. The group site shall also provide accessible features within the site. Accessible features must be connected by a compliant ORAR.

3. Picnic Site Components –

a. Picnic Tables:

The table should be of heavy-duty construction and be at least 8 feet long. For longest life and least maintenance, it is recommended that tables be constructed of concrete or metal and light in color.

b. Pedestal Grill:

The grill should be located at the edge of the use area and downwind from the table. The grill should be installed to avoid any fire hazard. It is recommended that the cooking surface of the pedestal grill be large enough that a camp stove could be set upon it and be stable. The grill should be installed so that the cooking surface is at a maximum height of 34 inches above the use area surface. Refer to Appendix B – Camping and Picnicking Facilities.

4. Accessible Picnic Sites –

Where picnic facilities have two or less picnic units, then each unit shall be accessible.

Where picnic facilities have more than two picnic units, a minimum of 20 percent but no less than two shall be accessible and dispersed throughout the various settings and types offered.

Where picnic sites are altered or added in an existing facility, the scoping requirements of accessible sites must be met. Contact an accessibility specialist for more information and applicable exceptions.

The accessible sites shall be connected with a compliant ORAR to all other accessible and common-use features in the area, including parking spaces, comfort stations, water hydrants, etc.

Note: It is recommended that a picnic site be within 150 feet of an accessible parking space and not always located next to the toilet facilities.



Black Canyon Reservoir, Idaho — Accessible Picnic Area

The site shall include a wheelchair accessible table that has a minimum 36 inches clear space on all usable sides (measured from the back edge of the bench).

Picnic tables shall provide one wheelchair seating space for each 24 linear feet of usable table surface perimeter.

Each wheelchair space shall be 30 inches wide by 48 inches deep minimum and positioned for forward approach and meet knee and toe clearance requirements. Each accessible picnic table should be fixed to the ground to keep it from being moved into an inaccessible location.

It is recommended that a variety of wheelchair-seating locations be provided (e.g., end, center, or side access) at multiple tables.

Note: If a center-cut or side-cut table is used, it is recommended that a warning be painted on the ground or around the edges of the cut surface in a color that sharply contrasts with the surrounding surface. This is to alert persons with visual impairments that there is no bench seating in this location.

If a grill or fire ring is provided, there shall be a 48-inch by 48-inch minimum clear maneuvering space around all usable sides of the grill or fire ring.

For fire rings, the fire-building surface shall be 9 inches minimum high and the cooking surface shall be between 15 inches and 34 inches high. If there is a raised edge around the fire ring or grill (e.g. the fire ring is surrounded by a concrete barrier), then the depth of the edge shall not be more than 10 inches.

All clear maneuvering spaces shall meet standards and guidelines for accessibility. If the surface is concrete, asphalt, or boards, the clear ground space slope shall be no more than 2.08 percent in any direction throughout the entire surface area. If the surface is other than concrete, asphalt, or boards, then the clear ground space slope is allowed to increase up to 3.33 percent in any direction if needed for drainage (but not for other reasons). In all cases, the clear space shall be firm and stable. *(A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentation.)* Refer to Appendix B – Camping and Picnicking Facilities.

F. RV Trailer Dump Stations

Trailer dump stations should be located inside the recreation area to prevent unauthorized use. The station shall be located so that there is no chance of infiltration of flood waters into the storage tank or seepage out of the storage tank. The trailer dump station should include an area for disposal of stored sewage, a source of water to

flush out sewage holding tanks, and a separate source of potable water for filling vehicle storage tanks. Signage is required to distinguish between water supplies. Pull-up spaces for recreational vehicles at the dump station shall be in compliance with accessibility standards. The parking space shall be 20 feet wide minimum. If the surface is concrete, asphalt or boards, the clear ground space slope should be no more than 2.08 percent in any direction throughout the entire surface area. If the surface is other than concrete, asphalt or boards, then the clear ground space slope is allowed to increase up to 3.33 percent in any direction if needed for drainage (but not for other reasons). In all cases, the clear space shall be firm and stable. (*A stable surface remains unchanged by applied force so that when the force is removed, the surface returns to its original condition. A firm surface resists deformation by indentation.*)

Signage is required to distinguish between the different types of water supplies (potable water for filling vehicle storage tanks and flushing water). The station should be sited so that it is usable from the left (or driver's) side of the vehicle. The immediate area surrounding the drains shall be paved and sloped to 2.08 percent maximum toward the drain. A clear space of at least 5 feet around the drain shall be maintained. All controls that operate the station, except for the drain cap, shall be between 15 and 48 inches off the ground. Refer to Appendix C – Trailer Dump Stations.

G. Comfort Station Buildings

1. Siting Considerations —

In selecting a site, a number of factors should be considered. Sunlight, breezes, and topography can be used to produce natural heating and cooling effects. The existing vegetation can be used to control sound, screen undesirable views, control erosion, and provide aesthetic interest.

The location of the comfort station may depend on the recreation activity it serves. In a picnic area, the comfort station should be located within easy walking distance of all picnic sites. In a campground, the comfort station should be located to maximize use of site-connecting trails while minimizing soil erosion, negative environmental impacts, and the formation of new trails. Comfort station buildings shall be located on an ORAR that meets standards and guidelines for accessibility.

Comfort stations should be located where there is minimal chance of flooding yet still serves the public during the recreation season.

2. New and Rehabilitated Comfort Station Buildings —

The standard plans shown in Appendix D – Comfort Station Buildings are fully accessible. The recommended floor plans delineate space allocations, functional layouts, and configurations of facilities. New and rehabilitated buildings should blend with the surrounding landscape and existing buildings in elevation, material, and color. Prior to color selection for the building, a color board should be assembled with samples of the site's soil, rock, and vegetation. Colors for buildings should match the color board. Building materials should reflect what is readily available in the region, considering both cost and aesthetics. All new and rehabilitated buildings are to conform to local building codes and ABAAS, unless a State or local code is more stringent.

Note: If existing comfort station buildings cannot be made accessible then signage directing visitors to the nearest accessible facility shall be installed until the building can be replaced.

3. Adaptable Comfort Station —

The adaptable comfort station shown in Appendix D – Comfort Station Buildings is a four-unit building with two water closets (toilet stalls) on each side and is fully accessible. As additional fixtures are required to meet user needs, the length of the building can be increased by adding one or more water closets to each side. Toilet facilities for both men and women include one accessible water closet, lavatory, soap dispenser, and towel dispenser. There is a unisex room, with separate entry, provided for special needs use or for family groups. This room includes an ample-sized counter suitable for changing diapers. All fixtures in the unisex room are accessible. As an option, the toilet in the unisex room may be installed as a composting or vault toilet, which would provide toilet facilities in cold months when water to the building is turned off. The building features a covered entry with an outdoor drinking fountain and a hose bib for maintenance use. A pipe chase, located in the middle of the building, is accessed from the rear of the building. As an option, a utility sink may be located in the chase. Inside the building, along the inside walls, a trench floor drain provides necessary drainage without impeding accessibility. Interior areas are intended to be well lit and ventilated by clerestory windows and louvers. Interior walls should have vandal-resistant finishes. Windows should be made of high-impact resistant polycarbonate resin. The screen walls, roof overhangs, and columns are optional.

All new buildings must be designed with sustainability in mind. To that end, they must use less electricity and water and feature recycled materials. Toilets must be low-volume flush, and lighting must use energy-efficient fixtures and bulbs. The building can include solar panels to provide electricity. The batteries for the solar system can be located in the utility chase.

4. Fixtures —

a. Men:

Two lavatories (sinks, one accessible), one water closet (toilet stall and one urinal; both accessible), and accessible features (soap dispenser, towel dispenser or hand dryer, and waste receptacle).

b. Women:

Two lavatories (sinks, one accessible), two water closets (toilet stall, one accessible), and accessible features (soap dispenser, towel dispenser or hand dryer, and waste receptacle).

c. Unisex:

One lavatory, one water closet, soap dispenser, towel dispenser or hand dryer and waste receptacle (all fully accessible).

d. Chase:

One utility sink (optional).

e. Exterior:

One drinking fountain (accessible high-low unit) with some type of detectable warning on the approach to the "high" unit or install the fountains in an alcove that meets accessibility standards.

5. Comfort Station with Shower —

Showers are provided as an addition to the basic comfort station building. The building with showers features two separate unisex accessible showers in their own separate rooms. The shower rooms are separate from the rest of the building, with entries located on the exterior of the building. Five-foot-wide accessible concrete walks connect the front covered entry to the shower entrances. The building should feature energy-efficient lighting,

and the water should be heated by solar energy. The interior of the shower areas shall meet accessibility standards, including dimensions of the room (transfer shower or roll-in shower), and placement of the shower head(s) and controls, grab bars, transfer seat, clothes hooks, and dressing room bench. Showers that are separate from the rest of the building and located on the sides of



Jordanelle Reservoir, Utah — Beach House

the building shall meet accessibility standards. Consult with an accessibility specialist during the design and construction phase to ensure compliance.

6. Comfort Station with Laundry Facility —

Laundry facilities are provided as an addition to the basic comfort station building. This type of building is designed for recreation sites with high visitation where the average length of stay is several days. This building provides toilets, showers, and laundry facilities. The laundry facilities are located at the rear of the building and are accessed by a separate covered entry. There shall be a clear space in front of the machines that is a minimum of 30 inches by 48 inches and positioned for a parallel approach. The space shall be centered on the machines. Operable parts, including doors, lint screens, and detergent and bleach compartments shall be within reach ranges prescribed in the standards. Controls and operating mechanisms at laundry facilities shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5 pounds maximum. Top loading machines shall have the door to the laundry

compartment located 36 inches maximum above the finish floor. Front-loading machines shall have the bottom of the opening to the laundry compartment located 15 inches minimum and 36 inches maximum above the finish floor. Folding tables, vending machines, and other public use features in the laundry facility shall be located on an accessible route, have the necessary clear space, and be within reach ranges. Consult an accessibility specialist during the design and construction phase to ensure compliance.

7. Recommended Materials and Construction Methods —

The individual building construction is subject to the requirements of Reclamation design guidelines, State and local building codes, and ABAAS (unless State standards are more stringent). Regional climatic differences and local soil conditions should determine the specific requirements of the roofing system and foundation. Experts in building design should be consulted for those requirements.

8. Prefabricated Vault Toilet Buildings —

Prefabricated vault toilet buildings should be made of concrete or masonry. Buildings and walks shall comply with accessibility standards in place at the time they are constructed. Walks should be sloped to drain away from the building at a slope of not more than 2.08 percent including construction tolerances). The building should be oriented for unobstructed solar heat gain to the vent pipe(s) that is (are) located on the outside of the building. For the building's sweet-smelling technology to be effective there should be a positive upward draw through the vents, which is dependent on their solar heat gain. Therefore, it is important to orient the building with the vent(s) on the south side.

a. Hot Locations:

If the building is located in a very hot climate, its roof should be insulated to ensure the proper air currents and functioning of the sweet-smelling technology.

b. Solar Power:

If the building is lit, solar panels can be used, and they should be properly oriented for maximum solar gain.

c. Vandalism:

Vault toilet buildings can feature obscure windows of vandal-resistant materials, such as polycarbonate resins.

d. Access in Remote Areas:

The access to the building and the interior of the building shall be fully accessible, shall be on an accessible route, and served by nearby accessible parking, including remote locations.

Note: In remote areas or areas where it is not feasible for a pump truck to service the building, the designer may want to consider selecting an organic composting toilet building as an alternative to a vault toilet building. Not all locations or use patterns are well suited for composting toilets, so check carefully for suitability for your needs.

H. Boating Facilities**1. Marinas —**

All marinas should be of a free-floating dock design. The marina should clearly state the largest size vessel serviceable by the marina. Maximum overall vessel length should be measured to include all swim platforms, bow sprits, anchor ports, slides, masts, ladders, etc., in their fully extended position. Marinas are to have at least 1.5 parking spaces per slip.

a. Marina Location:

All new marinas should be located in areas providing sufficient water depth to allow vertical adjustment of the marina to meet the annual fluctuations of the lake level. Marina sites that require excessive horizontal movement to acquire sufficient depth or bathymetric contours for safe, efficient marina operations are not acceptable. In addition, all new marinas and marinas considered for enlargement should be sited where there is sufficient land area for proposed or reasonably expected support facilities, such as parking (including reasonable expansion of parking), merchandise and fishing supply store, fuel, food, beverage, overnight accommodations, nearby campgrounds, and an ample road network.

Minimum water depths for the location of a marina (at low water level) are 9 feet for marinas serving only powerboats

and houseboats up to 65 feet long, and 15.5 feet for marinas serving sailboats.

b. Entrance Channel:

The channel should be at least 100 feet wide at full control depth. The depth of the channel should be equal to the deepest draft of a potential user vessel plus 5 feet at low water elevation. For a marina servicing powerboats and sailboats up to 60 feet long, the channel needs to be 15 feet deep at low water and deeper if wave action is expected at the site. The channel should be clearly and sufficiently marked with "No Wake" marker buoys in accordance with U.S. Coast Guard Navigation rules.

c. Perimeter Protection/Breakwater/Wave Attenuator:

If a marina is located in an area that is not adequately protected from wave action, some type of breakwater may be needed. The breakwater should be marked with navigational lights and "No Wake" marker buoys in accordance with U.S. Coast Guard navigation rules. [Refer to Part D, Rule 34 – Maneuvering and Warning Signals.](#)

d. Floating Docks and Facilities:

Docks should be of a floating design that adjusts to reservoir elevation and is easily removable in areas where winter ice conditions exist or be of a freeze-resistant design.

All floating facilities, such as sewage pump-out stations and floating comfort stations, should be a minimum of 16 feet wide and marked with navigational lighting in accordance with U.S. Coast Guard regulations.

The U.S. Forest Service in cooperation with the Recreational Trails Program of the U.S. Department of Transportation, Federal Highway Administration published a useful guide for designing and building floating docks, titled [Floating Trail Bridges and Docks](#), dated July 2002.

e. Critical Marina Dimensions, Docks and Gangways:

Should be of commercial quality and shall meet accessibility requirements, including width, slopes, edge protection, etc. Consult with an accessibility specialist for specific requirements and exceptions to ensure compliance.



Snake River, Idaho — Minidoka Boat Ramp Gangway

f. Fuel Docks and Dispensers:

Docks should be a minimum of 12 feet wide. At least one fueling dock and dispenser shall meet accessibility requirements. On a large lake with more than one fueling dock, especially if the docks are separated by some distance, then at least one in each of the separate locations shall be accessible.

g. Utility Docks:

Potable water and electricity may be provided to each berth. Both utilities should be provided to the berth at the same location. Manufactured electrical power pedestals, if used, are to incorporate electrical outlets, low-level lighting with automatic darkness sensors, and electrical metering capability. Electricity is to be grounded and isolated from water. Electricity voltage should be relative to the needs of the boats serviced as well as the electricity supplied by the local utility company.

Water is to be supplied by a hose bib fitted with a backflow preventer. Water lines should be flexible, smooth bore, and pressure rated. The water supply system is to have positive drainage or fittings for blowing water out of the system in the winter. The water supply line system is to incorporate a main shutoff valve where the dock piping system joins the water

supply. The dock water supply system is to include a drain line. If water pressure to the docks is over 40 psi, a pressure-reducing valve may be required. It is recommended that any individual sewage hookups be designed to meet applicable codes.

Individual sewage hookups are rarely provided but require special design. If these services are provided, the designs should be developed by a registered design professional and should comply with all design codes.

h. Utility Chase:

Ideally, water lines and electricity should be enclosed in a separate, solid-sided floating chase. The chase is intended to float independently of the dock.

i. Land-Based Comfort Stations:

All marinas are to have adequate comfort station accommodations. A minimum of four water closets is recommended for every 100 boat slips. Comfort stations should be located between the marina and its parking lot within 500 feet of the high water mark of any pier. However, when marinas are located on waters with high annual water level fluctuations, it is acceptable for facilities onshore to exceed the distance requirement. Comfort stations shall meet accessibility standards in place at the time they are constructed or remodeled.

j. Floating Comfort Stations/Pump-Out Facilities:

Floating comfort stations/pump-out facilities should be located in areas that provide easy access for the boating public and sufficient clearance for servicing vessels. For best results, the remote facilities should be located adjacent to the main channel in an area protected from exposure, prevailing winds, and heavy boating traffic. All new floating comfort stations shall meet accessibility requirements. Since ABAAS does not specifically address floating comfort stations or pump-out facilities, adapt the applicable sections (e.g. [ABAAS Chapter 6, Section 604](#) for toilet rooms and [ABAAS Chapter 3 Building Blocks](#)). There are several manufactured accessible floating comfort stations, some of which utilize microflush toilets. There are also several manufactured portable comfort stations, some of which are accessible. Refer to Chapter IV – Manufactured Site Components.

k. Fuel Docks:

Fuel docks and the handling and dispensing of fuel require State, county, and, occasionally, municipal permits. Strict compliance with the associated code is mandatory. All fuel handling and storage must comply with the National Fire Protection Association (NFPA).

Fuel distribution system docks should be located on a separate dock on the perimeter of the marina. The minimum width of the dock should be 12 feet, and the dock should be long enough to service at least two vessels at a time. The fuel storage tanks are to be located onshore and as close to the dispensing station as possible. Fuel tanks must comply with fuel storage regulations. The dispensing station is to include hose reels. Shutoff valves are required at a minimum of four locations along the fuel distribution line as follows:

- At the dispensing unit.
- Fifty feet from the dispensing unit.
- At the shore-end of the piping system.
- At storage tanks.

Check valves are also required in the system as well as a fuel relief system for the fuel lines between the dispenser and the shore. All fuel-dispensing facilities must be equipped with containment buoys and petroleum-absorbing pads. Fuel docks require a permit and strict compliance with codes. The fuel dock is to be protected by a wet and/or dry pipe firefighting system.

l. Fire Suppression System:

Water for firefighting is to be provided within 500 feet of any point on the marina. Mooring and fire alarm systems are required as well as fire protection and suppression systems. Provisions for firefighting must conform to the regulations, standards, recommendations, and requirements of [NFPA Code 303 – Marinas and Boatyards](#), [NFPA Code 17 – Standard for Dry Chemical Extinguishing Systems](#), and [NFPA Code 13 – Standard for the Installation of Sprinkler Systems](#).

m. Sewage Pump-Out Facilities:

Sewage pump-out facilities should be located at each berth or at a location close to the fuel dock. If a single sewage pump-out facility is provided, one pump should be provided for every 100 recreational slips. All sewage pump-out facilities must be equipped with containment buoys and a spill response kit sized appropriately for the facility.

n. Marina Accessibility:

Accessibility at a marina focuses on five main areas of consideration:

- Parking.
- Toilet facilities.
- Gangway access to dock systems.
- Docks, slips, and piers.
- Accessible routes between these features.

Accessible parking spaces are to be the closest spaces to the activity the parking lot serves and are recommended to be within 300 feet of that activity. If this is not possible, an accessible passenger drop-off area should be located within 100 feet of the activity. Accessible parking spaces at an accessible site shall be signed in accordance with accessibility standards. Gangways, comfort stations, docks, piers, and accessible routes are to conform to requirements of ABAAS (refer to [ABAAS 1003](#) for technical details on minimum widths, slopes, edge protection, etc.). All marina amenities (store, drinking fountains, fuel station, etc.) shall be readily accessible to, and usable by, persons with disabilities. The number of accessible slips required depends upon the number of total boat slips and must be dispersed amongst the types offered. A portion of the scoping table found in ABAAS F235.2 is below.

Note: Boat cleaning facilities should be provided for control of aquatic invasive species. Consult with your Reclamation aquatic invasive species coordinator and the State and local agencies.

Table F236.2 Boat Slips

Total Number of Boat Slips Provided In Facility	Minimum Number of Required Accessible Boat Slips
1 to 25	1
26 to 50	2
51 to 100	3
101 to 150	4
151 to 300	5
301 to 400	6
401 to 500	7
501 to 600	8

2. Boat Launching Ramps —

It is recommended that boat launching ramps be located in areas free of wave action and cross currents. If possible, locate where the maximum wave action is approximately 6 inches high.

Other recommendations for boat launching ramps are:

- Orient so that ramps are perpendicular to the shoreline.
- Orient at an angle or adjacent to the main approach road so that vehicles on the road would make a turn to use the boat ramp. This will decrease the likelihood of a driver unwittingly driving down the boat launching ramp at night and into the water.
- Install adequate signs indicating the presence of the boat launching ramp at the turn to the ramp.
- Construct with a slope of 12 to 15 percent. The optimum grade is 12.5 percent.

a. In High-Use Areas:

Multiple launching lanes are recommended, and the number of lanes should be determined by daily use.

Single lanes should be a minimum of 15 feet wide.

When courtesy docks are used between lanes, the width of the ramp should be increased by the width of the courtesy dock(s), and the clear travel width of the lane should be a minimum of 15 feet. Ramps should be long enough to extend from 2 feet above the highest water level to 3 feet below the lowest seasonal use water surface elevation.

b. On All Ramps Less than 50 Feet Wide:

A turnaround area 50 feet wide should be provided every 250 feet to minimize trailer backing distance.

c. Transition:

A smooth transition with enough vertical curves to avoid trailer hang-ups should be made between the approach to the boat launching ramp and the top of the ramp.

3. Separation of Uses —

Boat launching ramps should be separated from swimming areas by a minimum of 300 feet. Designated swimming areas should not be located near boat launching facilities. Barriers and warning devices should be placed to separate use areas.

4. Boat Launching Ramps Above and Below Water Line —

Boat launching ramps should be built in accordance with the States Organization for Boating Access' publications, "[Design Handbook for Recreational Boating & Fishing Facilities](#)" and "[Construction Techniques for Recreational Boating Access Facilities](#)". Refer to Appendix E – Boating Facilities.

Note: There is a charge for these publications.

5. Floating Courtesy Dock —

Each lane of a boat ramp should be serviced by an adjacent dock. If there is one launching lane and one dock, the dock should be located on the right side of the launching ramp as the driver faces the water. Dock cleats should be bolted not screwed to the structure. The dock should be a minimum of 6 feet wide and long enough to extend at least 3 feet into the water. Docks should be designed with sufficient strength to carry a live load of 20 pounds per square foot and a wind load of 15 pounds per square foot. ABAAS specifies that at least 5 percent, but no less than one courtesy dock in an area meet the standards in place for accessible courtesy docks (boarding piers). Consult with an accessibility specialist for specific requirements and exceptions to ensure compliance.

6. Sliding Courtesy Dock —

A sliding courtesy dock can be placed on an existing boat launching ramp and moved uphill or downhill as needed to meet changing reservoir water levels. The dock is removed or placed

at high water at the end of the season or when the reservoir begins to freeze over.

Docks should have a non-skid walking surface. Fiberglass grating or plastic lumber is recommended for use on the top and on the sides. Wood is not recommended because of the maintenance required. ABAAS specifies that at least 5 percent, but no less than one courtesy dock in an area meet the standards in place for accessible courtesy docks (boarding piers). Consult with an accessibility specialist for specific requirements and exceptions to ensure compliance.

7. Associated Parking —

The parking lot servicing the boat ramp should be sized to accommodate the turnover rate of the lake. It is recommended that a high turnover area have 20 to 30 parking spaces per launching lane and a low turnover area have 30 to 50 parking spaces per launching lane. Ensure there are accessible boat trailer parking spaces in addition to regular vehicle spaces. The parking lot should be of a pullthrough design with stalls set at 45 degrees. The parking lot should feature a 50-foot inside turning radius throughout, 14-foot-wide one-way drive lanes, and 30-foot-wide two-way drive lanes. The parking lot should be sloped a maximum of 2.08 percent so drainage will flow away from the boat ramp. The parking lot is to comply with the scoping for the number of required accessible spaces per ABAAS.

a. Parking Spaces:

Spaces should be 12 feet wide by 55 feet long for cars with trailers and 10 feet wide by 20 feet long for cars without trailers.

b. Accessible Parking:

Spaces shall be a minimum of 16 feet wide and 20 feet long. The access aisle shall be marked and be a minimum of 5 feet wide. The access aisle is part of the overall 16 feet. The slope of accessible parking spaces and access aisles are not to exceed 2.08 percent in any direction throughout their entire surface areas.

c. Accessible Pull-through Parking:

Boat trailer spaces cannot be reserved with the installation of a post-mounted sign due to the nature of the parking; therefore, the space itself should be painted per the Manual

for Uniform Traffic Control Devices (MUTCD) and local codes. Parking spaces shall be 20 feet wide and 55 feet long. The slope of accessible parking spaces and access aisles are not to exceed 2.08 percent in any direction throughout their entire surface areas.

d. Parking Lot:

Parking lots should be located near the ramp with all parking spaces within 600 feet of the top of the launching ramp. Car-only parking areas should be separated from trailer parking areas.

e. Boat-Ready, Tie-Down, Rigging, and De-rigging Areas:

These areas should be provided along the route to and from the launch ramp. These areas should be a minimum of 12 feet wide and a minimum of 120 feet long, striped in yellow, and designated with signs.

f. Overhead Clearance:

No overhead power lines should be located over the parking area, launching ramp, approach roads to the ramp, or any other areas where a vehicle towing a boat trailer loaded with a fully rigged boat can travel.

8. Boat Ramp Accessibility —

Accessibility at a boat ramps focuses on four main areas of consideration.

a. Accessible Parking Spaces:

Are to be the closest spaces to the activity the parking lot serves and are recommended to be within 300 feet of that activity. If not possible, a passenger loading/unloading zone should be located within 100 feet of the activity and shall meet accessibility standards.

b. Toilet Facilities:

Toilet facilities are required to provide accessible compartments. Refer to Chapter III.G. and Appendix D - Comfort Station Buildings.

c. Boat Ramp:

Boat ramps and gangways are required to be accessible. Refer to Appendix E – Boating Facilities.

d. Accessible Routes:

Accessible pathways are to be provided between all accessible features. These paths must have no more than a 5 percent running slope and a 2.08 percent cross slope. Along these paths there cannot be more than a 0.5-inch abrupt level change. Any abrupt level change between 0.25 inch and 0.5 inch must be beveled with no more than a 50 percent slope on the bevel.

I. Fishing Facilities

All new or rehabilitated fishing facilities shall be accessible and comply with the scoping and standards in ABAAS for new construction. This includes fishing piers, platforms, fixed benches, handrails, gangways, etc. Refer to Appendix F - Fishing Facilities.



Glen Canyon National Recreation Area, Arizona — Fishing Dock

J. Foot Trails

Foot trails at Reclamation sites should function primarily as paths connecting recreation facilities. The primary users are expected to be pedestrians traveling short to medium distances. Trails should be designed to connect one facility element to another and located as to minimize environmental impact, other resource uses, and user

conflicts within the area. As such, trails should be sited to minimize soil erosion, damage to vegetation and wildlife, degradation of streams, cost of maintenance, and circulation conflicts between pedestrians, campers, and vehicles, while maximizing user safety and aesthetic experience.

1. General Layout Criteria —

Trails should be designed to avoid the following areas:

- Where there are threatened or endangered species.
- Where there is critical or sensitive habitat.
- Where there are wetlands or permanently soggy soil conditions.
- Where a trail would cause increased soil erosion, such as on excessively steep slopes.
- Tops of ridges and edges of streams.

A trail may cross a wetland for the specific purpose of interpretation or if the trail is raised on a walkway above the ground (for short distances only.) Trails should be aligned to avoid crossing roads, except very low-volume roads that service local circulation. If crossing a road is necessary, adequate and clearly visible signs must be posted on the road to give drivers approaching from either direction adequate warning of the crossing. When possible, trails should be aligned to avoid crossing streams. However, if crossing streams is necessary, the trail should be contained on a footbridge or other raised crossing facility. To minimize soil erosion, trails should be located in areas that favor:

- Coarse or gravelly soil rather than clay and silty soil.
- Vegetation composed of grasses rather than forbs or shrubs.
- The toe of a slope rather than a side slope.
- Flat slopes rather than steep slopes.
- Low soil moisture rather than high soil moisture.
- South and west exposures rather than north and east exposures.

2. Design Criteria —

For design criteria for foot trails, refer to this primary source, produced by the Forest Service, U.S. Department of Agriculture, in cooperation with the Recreational Trails Program of the Federal Highway Administration, U.S. Department of Transportation: [Trail Construction and Maintenance Notebook](#), 2007 edition.

In addition, refer to these web sites:

- <http://www.fhwa.dot.gov/environment/rectrails/manuals.htm>
- <http://www.fhwa.dot.gov/environment/Fspubs/08232332/lc08232332.htm>
- <http://www.fhwa.dot.gov/environment/Fspubs/07232804/lc07232804.htm>
- <http://www.fs.fed.us/recreation/programs/accessibility>

3. Accessible Trails and Trailheads, General —

All newly constructed or altered trails and trailheads at Reclamation reservoirs shall be designed and constructed to comply with accessibility standards to the maximum extent possible. There are exceptions under the ODAAG (2009) that can be applied considering site-specific conditions. These exceptions should be used sparingly and only when absolutely necessary.

Only trails designed for pedestrian use need comply with accessibility standards (i.e., single-use pedestrian or multi-use trails that are designed for pedestrian use). Trails that are designed for other uses (not for pedestrian use) such as equestrian and mountain biking trails do not need to comply with accessibility standards. Only trail segments that directly connect to a trailhead or another compliant trail segment are required to comply with accessibility standards. Consult with an accessibility specialist for specific requirements and exceptions to ensure compliance. Refer to Appendix I – Foot Trail and Beach Access.

4. Accessible Beach Access Routes, General —

Where constructed beaches exist, beach access routes shall be provided to cross the beach to the water's edge. Beach access routes can be permanent or removable. Beach access routes must be provided when beaches are constructed, nourished, or alterations to any of the following facilities that serve the beach are implemented:

- Circulation paths.
- Parking facilities.
- Toilet facilities.
- Bathing facilities.

5. Foot Bridges —

Several manufacturers make pre-engineered bridges for foot trails. Refer to Chapter IV – Manufactured Site Components.

The U.S. Forest Service through a grant from the Federal Highway Administration's Recreational Trails Program produced a website that is helpful for the [design of bridges on foot trails](#).

Note: Not all foot bridges on this web site are accessible.

K. Recreation Area Roads & Miscellaneous Access

1. Internal Vehicular Circulation —

The preferred layout of a recreation area is one that features a main access road with secondary side roads. The side roads may lead to campgrounds, service or administrative areas, a trailer dump station, or other site amenities such as boat launching ramps. To minimize traffic through the campground, circulation throughout the recreation area should be designed to ensure that day-use facilities do not share the same roads with campground loops. Gates should be sited along the main access road so that all side roads may be closed while allowing any combination of other roads to remain open. Refer to Appendix G – Recreation Area Roads and Utilities. Refer to the [MUTCD](#) for reflective warning symbols.

If possible, the main road for a campground should be located along an uphill edge of the site, with campground loop roads located between the main campground road and any focal landscape feature (such as a water body.) This layout minimizes unnecessary vehicular traffic on the loop roads and vehicle/pedestrian conflict between campsites and the shoreline.

2. Design Criteria —

Reclamation recreation roads typically should be designed to be two-way, two-lane, gravel or asphalt paved roads. Driving lanes should be 12 feet wide, and shoulders should be a minimum of

1 foot wide, gravel or asphalt. Where traffic is very heavy, the need for additional driving lanes should be evaluated. Grades on roads should be as level as possible, while allowing for positive drainage. Roads should be planned carefully to preserve major trees and clumps of vegetation, while considering safety factors. Campground roads should be one-way roads that are 14 feet wide. Shoulders should be a minimum of 1 foot wide, gravel or asphalt.

3. Signs -

Designers should refer to the MUTCD and Reclamation's Sign Manual.

4. Miscellaneous Access Accommodation

Although aircraft access to Reclamation project areas is generally physically limited, helicopter access may be proposed and accommodated, subject to appropriate resource management planning/NEPA documentation and compliance with 43 CFR 423, 43 CFR 429, Federal Aviation Administration, and other applicable regulations. Refer to Appendix H – Heliport design guidelines.

L. Utilities

1. Power Lines —

Whenever possible, power lines should be buried underground. All power lines shall meet applicable codes.

2. Water and Sewer Lines —

New or replacement water lines and pressurized sewer lines should be made of high-density polyethylene. Gravity flow sewer lines should be made of polyvinyl chloride.

3. Above Ground Liquefied Petroleum Gas Storage Tanks —

The storage and dispensing of liquefied compressed fuel requires State, county, and, occasionally, municipal permits. Strict compliance with the associated code is mandatory. Standards for storage and handling of liquefied petroleum gas storage tanks are described in NFPA Code 55 – Standard for the Storage, Use, and Handling of Compressed Gases and Cryogenic Fluids in Portable and Stationary Containers, Cylinders and Tanks and Code 58 - Liquefied Petroleum Gas. The liquefied petroleum gas storage tanks should be located onshore, if possible, and/or as close to the equipment utilizing this fuel as possible. Consult with local

authorities prior to permitting any fuel storage on Federal lands and waters.

4. Fuel Storage Tanks —

Fuel storage tanks should be above ground. All fuel tanks are to comply with Federal, State, and local codes.

Chapter 17.70

RECREATIONAL VEHICLE PARKS

Sections:

17.70.010 Purpose and intent.

17.70.020 Design standards.

17.70.030 Park administration.

17.70.010 Purpose and intent.

The purpose of this chapter is to establish minimum design standards for recreational vehicle (RV) parks. Recreational vehicle (RV) parks shall be processed as a Type III conditional use permit application, in accordance with CMC Chapters [17.84](#) and [17.108](#). (Ord. 1504 NS § 1, 2013).

17.70.020 Design standards.

The following standards and requirements shall govern the design of a recreational vehicle park, in conjunction with all other applicable standards:

A. RV Site Design.

1. All recreational vehicle park applicants are to include, with their application, site and storm drainage plans as prepared by licensed engineers, including (but not limited to) geotechnical information, structural make-up of all roadways/RV parking pads and surface finish/landscaping of entire site. Each RV parking pad shall be constructed to support the weight of the RV and associated vehicles. All driving surfaces in the park shall be prepped to be "road ready" as per the city's road design standards. Although reinforced concrete surfaces are permitted, the minimum surface finish of any drivable area shall be compacted gravel. Proposed surfaces are to be approved by city of Colville.

2. Recreational Vehicle (RV) Parking Pad Dimensions and Setbacks.

a. Each RV parking pad shall be a minimum of 20 feet wide by 40 feet long with a minimum five-foot-wide setback on each side, or otherwise able to accommodate both the RV unit and the tow vehicle. If additional parking pads are provided at the end of bays, then a minimum five-foot setback will still be required on each side of the parking bays.

3. General Setbacks.

- a. All recreational vehicle parks are to have the following perimeter setbacks:
 - i. Fifteen-foot front yard.
 - ii. Fifteen-foot side yard.
 - iii. Ten-foot rear yard.
 - iv. No recreational vehicle parking pad shall be closer than 20 feet from any exterior park property line.
 - v. Where park adjoins an industrial (I) zone, no recreational vehicle parking pad shall be closer than 50 feet from any exterior property line.

4. Access Points.

- a. Entrances and exits to all recreational vehicle parks shall be designed for safe and convenient movement of traffic into and out of the park and to minimize friction with free movement of traffic on adjacent streets. All traffic into and out of the park shall be through such entrances and exits. Entrances and exits are to be clearly marked with signage.
- b. No entrance or exit shall require a turn at an acute angle for vehicles moving in the direction intended, and radii of curbs and pavements at intersections shall be such as to facilitate easy turning movements for vehicles with trailers attached. No material impediment to visibility shall be created or maintained which obscures the view of an approaching driver in the city street within 100 feet of the intersection with the park entrance.
- c. There shall be a minimum of one one-way entrance and one one-way exit to the RV park from an adjacent public street. Two-way entrances/exits are permitted.

5. Internal Park Roads.

- a. All internal park roads shall be privately owned and maintained. They shall be constructed to all-weather standards, as approved by the city of Colville. Park roads shall have a minimum improved width as follows (does not include parking):
 - i. One-way road: 12 feet.
 - ii. Two-way road: 24 feet.

- iii. There shall be a continuous path of travel throughout all recreational vehicle parks. No roadway shall dead-end.

6. Parking.

- a. There shall be a minimum of four parking spaces available at the main office, two designated for staff and two designated for visitors. Additional visitor parking spaces shall be provided at a ratio of one parking space per each increment of five RV pads. All parking must include designs for both standard and ADA parking.
- b. To maintain unobstructed vehicle travel through the interior of the park, no parking along the roadways shall be allowed.

7. Open Space/Recreational Facilities.

- a. A minimum of 10 percent of each RV park shall be set aside and maintained as landscaped open space for the recreational use of park occupants. Such space and location shall be accessible and usable by all residents of the park for passive or active recreation. Parking spaces, driveways, access roads, and parking pads are not considered to be usable open space. Required five-foot setbacks on each side of RV parking pads may be included as part of the 10 percent landscaped open space requirement.
- b. Outdoor recreational facilities, such as open picnic structures, swimming pools, hot tubs, tennis courts, playground equipment, horseshoe pits, etc., shall be permitted in the landscaped open spaces, as approved by the city of Colville.
- c. If pets are permitted in the RV park, each park shall have a designated, clearly marked pet relief area that is to be maintained regularly to ensure exceptional sanitary conditions. Designated pet waste receptacles shall also be provided.

8. Perimeter Definition.

- a. Recreational vehicle parks shall provide continuous, visual enclosures in all perimeter setbacks to clearly define the park expanse. RV parks shall be enclosed by a fence, earth mound, landscaping or by other design which will complement the existing landscape and assure compatibility with the adjacent environment. Living perimeter landscaping shall be of such species and size as would normally fulfill a screening function within five years of being planted.

9. Landscaping.

- a. Recreational vehicle parks shall provide landscaping as is required. Landscaping may consist of managed ground cover, shrubs and/or trees provided they are installed prior to the first occupancy of the park. Site development shall be sensitive to the preservation of existing vegetation.
- b. All trees, flowers, lawns and other landscaping features shall be maintained by the park management in a healthy growing condition at all times.

B. Signage.

1. The RV park shall be allowed one identification sign in accordance with applicable sign regulations.
2. Each entry and exit to the RV park shall be identified with one sign, which shall be lit with low illumination or indirectly lit, but not flashing. Said sign shall comply with applicable city sign regulations.
3. Traffic direction shall be clearly visible at all internal roadways.
4. Other internal, nonilluminated, directional and information signs for the convenience of the park are permitted.

C. Utilities.

1. Electricity shall be provided to each recreational vehicle parking pad. All utility lines in the park shall be underground and shall be approved by the agency or jurisdiction providing the service and other applicable permitting authorities.
2. Water hookup through the city's water utility shall be made available for each RV parking pad.
 - a. For RV parks with 10 or less units, an on-site water station may be provided for potable water supply; however, such water station may not be more than 300 feet from any RV pad that does not have hookups available to an individual city water service.
3. Sewer hookup through the city's wastewater utility shall be made available for each RV parking pad.
 - a. For RV parks with 10 or less units, an on-site sanitary waste dump station may be provided for sanitary sewer disposal.

D. Park Facilities. Recreational vehicle parks shall provide the following facilities specifically for the use of park patrons:

1. For parks proposing 10 RV pads or less, there will be a minimum of one ADA-compliant, unisex restroom facility, available 24 hours per day and located on the same property as the RV park. Portable toilet facilities will not be permitted in any case.
2. For parks with 11 to 50 RV pads, there will be separate men's and women's restroom facilities available for use of park patrons as follows: a minimum of one standard toilet stall and one ADA accessible stall, with hand washing sinks available, as appropriate. For additional increments of 50 RV parking pads, or portions thereof, restroom facilities are to be provided as noted above.
3. Showers and coin-operated laundry facilities are permitted.
4. Refuse containers for solid waste shall be rented from and serviced by the city's contracted waste management service in quantities recommended by said service. Individual park waste bins shall be provided throughout the park, and emptied daily by park personnel, who shall also maintain the park free of any uncontrolled garbage.
5. Water filling stations and sanitary waste dump stations must be hooked up to the city's utility system and must have a minimum of 50-foot separation.

E. Safety.

1. There shall be low-intensity night lighting throughout the recreational vehicle park. Each RV parking pad shall have a light in front of the unit, next to the driveway at the roadway. Designated walkways and all other park facilities will also have night lighting as approved by the city of Colville and applicable permitting agencies.
2. There shall be fire hydrants installed within the park or within close proximity to the park, as per the city fire department's recommendations or requirements.
3. Animals shall be kept inside the RV or on a leash while inside of the recreational vehicle park.
4. Only one recreational vehicle is permitted at any time per RV parking pad. The park manager may opt to rent a maximum of two contiguous pads to one oversized recreational vehicle.
5. Detached accessory structures are not permitted on RV parking pads or in their accompanying side yards.

6. Parking of any motorized vehicle is prohibited in RV parking pad side yards.
7. All accessory structures installed in a recreational vehicle park shall meet or exceed the requirements of the International Building Code and other applicable laws.
8. No campfires or open-flame grilling will be permitted within the park. Barbeque grills may be used at the discretion of the park manager. (Ord. 1504 NS § 1, 2013).

17.70.030 Park administration.

- A. The owner of the RV park shall be responsible for the development and maintenance of the park in strict conformity with the building site plan, the conditional use permit and all applicable laws, codes and ordinances.
- B. An RV park with 10 or fewer pads shall have a park manager that is accessible 24 hours per day, seven days per week, whose contact information is clearly marked and available to park patrons. RV parks with 11 or more pads will be required to maintain on-site management headquarters.
- C. The park management may offer a fee schedule that provides reduced rates for patrons based on the level of utility services they desire.
- D. Recreational vehicles may be used as permanent dwellings within an established RV park, if located within an applicable district and are subject to specific permitting and installation standards through the city of Colville, in accordance with CMC 17.64.080.
- E. Tent camping may be permitted as an accessory use, restricting the use to one tent per RV unit or tents per RV parking pad. Separate tent camping areas may be designated within the park using alternate pad materials; however, pad sizes and setbacks must still apply. (Ord. 1504 NS § 1, 2013).

The Colville Municipal Code is current through Ordinance 1673 NS, passed April 13, 2021.

Disclaimer: The city clerk's office has the official version of the Colville Municipal Code. Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.

City Website: <https://www.colville.wa.us/>

City Telephone: (509) 684-5094

[Code Publishing Company](#)

permitted in all mobile home subdivisions. Mobile homes defined as Class B mobile homes in Section 3 of this ordinance shall be permitted in mobile home subdivision located on property that is zoned R-4. Only Class A mobile homes shall be permitted on lots within 20 feet of the perimeter of the subdivision or on lots which abut arterial or collector streets. Arterial and collector streets are identified in the City of McMinnville Comprehensive Plan, Volume I.

- b. **Perimeter Treatment.** To provide for visual integration with surrounding residential areas, each mobile home lot which is within 20 feet of the perimeter of the subdivision or which abuts an arterial or collector street shall have only Class A mobile homes as the permitted dwelling type. (Ord. 4564 §17, 1994).

Section 12. Recreational Vehicle Parks - General Provisions

- 12.010 **Permitted Locations.** A recreational vehicle park is a permitted use in the C-2 (Travel Commercial) and C-3 (General Commercial) zones. A recreational vehicle park shall be permitted as an accessory use to a mobile home park in the R-4 (Multiple-family Residential) zone subject to the provisions of Section 14.
- 12.020 **City Approval Required.** Construction and operation of a proposed recreational vehicle park or addition to such park shall be according to a site plan approved by the Planning Director. The Planning Director shall review the site plan for the proposed park within ten working days of submittal and, after making a decision, shall notify the applicant of the decision within five working days.
- 12.030 **Fee Required.** A processing fee shall be paid to the City to defray the cost of reviewing the proposed recreational vehicle park. The fee shall be equivalent to the fee charged for a major partition of land and shall be paid when the site plan is submitted.
- 12.040 **Certificate of Sanitation.** Evidence shall be provided to the Planning Director that the park will be eligible for a certificate of sanitation as required by state law.
- 12.050 **Appeal.** Any decision of the Planning Director in regard to recreational vehicle parks may be appealed to the Planning Commission. The appeal process shall be the same as the process for appealing a decision in regard to mobile home parks as set forth in Section 5.090 of this ordinance.
- 12.060 **The Site Plan.** One reproducible copy plus five legible paper copies of the site plan for the recreational vehicle park shall be

submitted for review. Any additional required materials shall be submitted with the site plan.

- a. The site plan shall be accompanied by a completed application (form available from the Planning Director) on which the following information shall be provided:
 1. Names and addresses of applicants;
 2. The names and addresses of all owners of the property for which the site plan was submitted, including contract vendors and purchasers;
 3. The names and addresses of any leasees of the property;
 4. The zoning classification of the subject property;
 5. The legal description of the subject property;
 6. The number of recreational vehicle spaces and campsites proposed;
 7. The names and addresses of the architect, landscape architect, engineer, or other designer of the recreational vehicle park;
 8. The signature of the owner or the owners.
- b. The site plan shall be on sheets measuring 18 X 24 inches in size and drawn at a scale of one inch equals 100 feet or a reasonable engineer's scale.
- c. The site plan shall include the following general information:
 1. The proposed name of the park. No name will be allowed which could be confused with the name of another development in the city or county, as determined by the Planning Director;
 2. The date, north arrow, and scale of drawing;
 3. The names and addresses of the owners of the recreational vehicle park;
 4. The names and addresses of the designers and engineers of the recreational vehicle park.

- d. The site plan shall include the following information concerning existing conditions:
 - 1. A vicinity map which locates the subject site within the city and identifies generalized existing land use within 800 feet of the subject site in each direction;
 - 2. The location, width, and names of both opened and unopened streets and easements within or adjacent to the proposed recreational vehicle park;
 - 3. Important political boundaries or lines, such as section lines and city boundary lines;
 - 4. The location and direction of water courses and location of areas subject to flooding on a probability frequency of one (1) percent or greater;
 - 5. Natural features such as rock outcroppings, marshes, wooded areas, and isolated preservable trees;
 - 6. Existing use of property including location of existing structures which are to remain on the property;
 - 7. The topography of the site with contour intervals of not more than five feet;
 - 8. The soil types and the drainage properties of the soils.

- e. The site plan shall include the following information concerning the proposed plan for a recreational vehicle park:
 - 1. The locations, width, names, approximate grades, and radii of curves of streets, including both public streets and park streets. The relationship of proposed streets to any existing streets and to any projected streets as shown on the McMinnville Comprehensive Plan Map, 1980, as amended, or as identified in the McMinnville Comprehensive Plan text, or as may be suggested by the Planning Director in order to assure adequate traffic circulation;
 - 2. The material to be used for park streets;
 - 3. The location, width, and purpose of easements;
 - 4. The location and approximate dimensions of each recreational vehicle space with each space or campsite with each space designated by number, letter, or name;

5. The approximate location and orientation of each recreational vehicle stand within each space and an indication by use of symbols or other appropriate method of which spaces will be supplied with utility hook-ups;
 6. All buildings or structures, including restrooms, showers, laundry buildings, storage buildings, common park buildings, and park structures;
 7. Recreational facilities or areas such as swimming pools, tennis courts, and playgrounds;
 8. All common area or open space;
 9. Off-street parking areas;
 10. Fire hydrants and irrigation system;
 11. All fences, including height and materials;
 12. Location and type of light fixtures for lighting the park streets and walkways;
 13. The layout of all utilities, including water supply, sewage, storm drainage, and electrical service.
- f. The floor plans and elevations of all park buildings shall be submitted with the site plan.
- g. Any of the following plans may be required by the Planning Director or staff to supplement the recreational vehicle park site plan:
1. Approximate centerline profiles with extensions for a reasonable distance beyond the limits of the proposed recreational vehicle park showing the finished grade of the streets and the nature and extent of street construction. Where any cut or fill will exceed three (3) feet in depth, a cross section of the road shall also be submitted;
 2. Proposals for storm water drainage and flood control, including profiles of proposed drainage ways;
 3. A landscaping plan in accordance with Chapter 17.57 of the McMinnville Zoning Ordinance.

12.070 Phased Development of Recreational Vehicle Parks. A recreational vehicle park may be constructed in phases provided that a master plan has been approved by the City.

12.080 Length of Stay. Any use of a tent, tent camper, or recreational vehicle without plumbing facilities shall be limited to no more than 30-days in a 120-day period. To remain in a recreational vehicle park beyond 30-days, a recreational vehicle shall be equipped with plumbing facilities and shall be connected to the water and sewer systems of the park.

Section 13. Design Standards for Recreational Vehicle Parks

13.010 Minimum Size. The minimum size for a recreational vehicle park shall be one acre.

13.020 Park Density. No more than 25 recreational vehicle spaces and/or campsites per acre shall be permitted.

13.030 Space Size. The space provided for each recreational vehicle shall be not less than 1,000 square feet in area exclusive of any space used for common areas, walkways, or parking areas.

13.040 Required Separation. Recreational vehicle stands shall be separated from each other and from park structures by at least ten feet.

13.050 Setbacks. No recreational vehicle stand or park structure shall be located within 25 feet of a public right-of-way or within 20 feet of the property line.

13.060 Roadways. Roadways shall be paved with asphalt, concrete, or a similar hard surface material and shall be designed to permit easy access to each recreational vehicle space. Roadway widths shall be as follows:

a. A one-way road shall be minimum of ten feet in width plus eight feet for each lane of parallel parking that is provided.

b. A two-way road shall be a minimum of twenty feet in width plus seven feet for each lane of parallel parking that is provided.

13.070 Parking. At least two off-street parking spaces shall be provided for each recreational vehicle space or campsite. A recreational vehicle stand may be used as one of the required parking spaces. A parking space shall be paved with asphalt or concrete.

- 13.080 Clear Vision Areas. A clear vision area shall be maintained at the entrance and exit to the recreational vehicle park. A clear vision area shall conform with the following:
- a. A clear vision area shall contain no planting, fence, wall, structure, or temporary or permanent obstruction exceeding two and one-half feet in height, measured from the top of the curb, or where no curb exists, from the established street centerline grade, except that the following may be allowed in the clear vision area:
 1. Trees exceeding this height may be located in the clear vision area provided all branches and foliage are removed to a height of eight feet above the grade;
 2. Telephone, power, and cable television poles;
 3. Telephone switch boxes provided that they are less than ten inches wide at the widest dimension.
 - b. A clear vision area at the intersection of a public Street and a park road shall be the triangular area established according to the following dimensions:
 1. A line extending 30 feet from the intersection along public right-of-way.
 2. A line extending ten feet from the intersection along the park road.
 3. A third line that creates the triangular clear vision area by connecting the ends of the lines described in 1 and 2 above.
- 13.090 Common Use Recreation Areas. A minimum of eight (8) percent of the gross site area for recreational vehicle parks shall be set aside and developed as common use areas for recreational facilities or recreational open spaces.
- 13.100 Common Facilities. The park shall provide toilets, lavatories, and showers for each sex in the following ratios: for each fifteen recreational vehicle spaces or any fraction thereof: one toilet, one urinal, one lavatory, and one shower for men; and one toilet, one lavatory, and one shower for women. The toilets and showers shall afford privacy and the showers shall be provided with private dressing rooms.
- 13.110 Perimeter Treatment. Except as required for vision clearance, the perimeter of each park shall be improved with:

- a. A sight-obscuring fence or wall not less than six feet nor more than seven feet in height; or
- b. Maintained evergreen landscaping that will mature within three years, and reach at least six feet in height at maturity; or
- c. A combination of a and b above.

13.120 Drainage. Each recreational vehicle space or campsite and each park street shall be designed to facilitate water run off.

13.130 Refuse Disposal. Durable, water-tight, easily cleanable refuse containers shall be provided at the rate of eight cubic feet (60 gallons) for each five campsites or recreational vehicle spaces. Refuse containers shall be located in such a manner that at least one readily accessible refuse container is within 150 feet of any recreational vehicle space or campsite.

13.140 Water Supply.

- a. The water supply shall meet the requirements of the State of Oregon Health Division and shall be connected to the City of McMinnville water system.
- b. Where individual water connections are not provided to recreational vehicle spaces or campsites, common use water faucets shall be conveniently accessible and located no more than 150 feet from any campsite or recreational vehicle space.
- c. A water station for filling recreational vehicle water storage tanks shall be provided.

13.150 Sewage Disposal.

- a. The sewage disposal system shall meet the requirements of the State of Oregon Health Division and shall be connected to the City of McMinnville sanitary sewer system.
- b. A sanitary waste system, meeting the standards of the State of Oregon Health Division, shall be provided and shall be screened from recreational vehicle spaces, campsites, and adjacent property. Screening shall be achieved with:
 - 1. A sight-obscuring fence or wall not less than six feet nor more than seven feet in height; or
 - 2. Maintained evergreen landscaping that will mature

within five years, and reach at least six feet in height at maturity; or

3. A combination of a and b above.

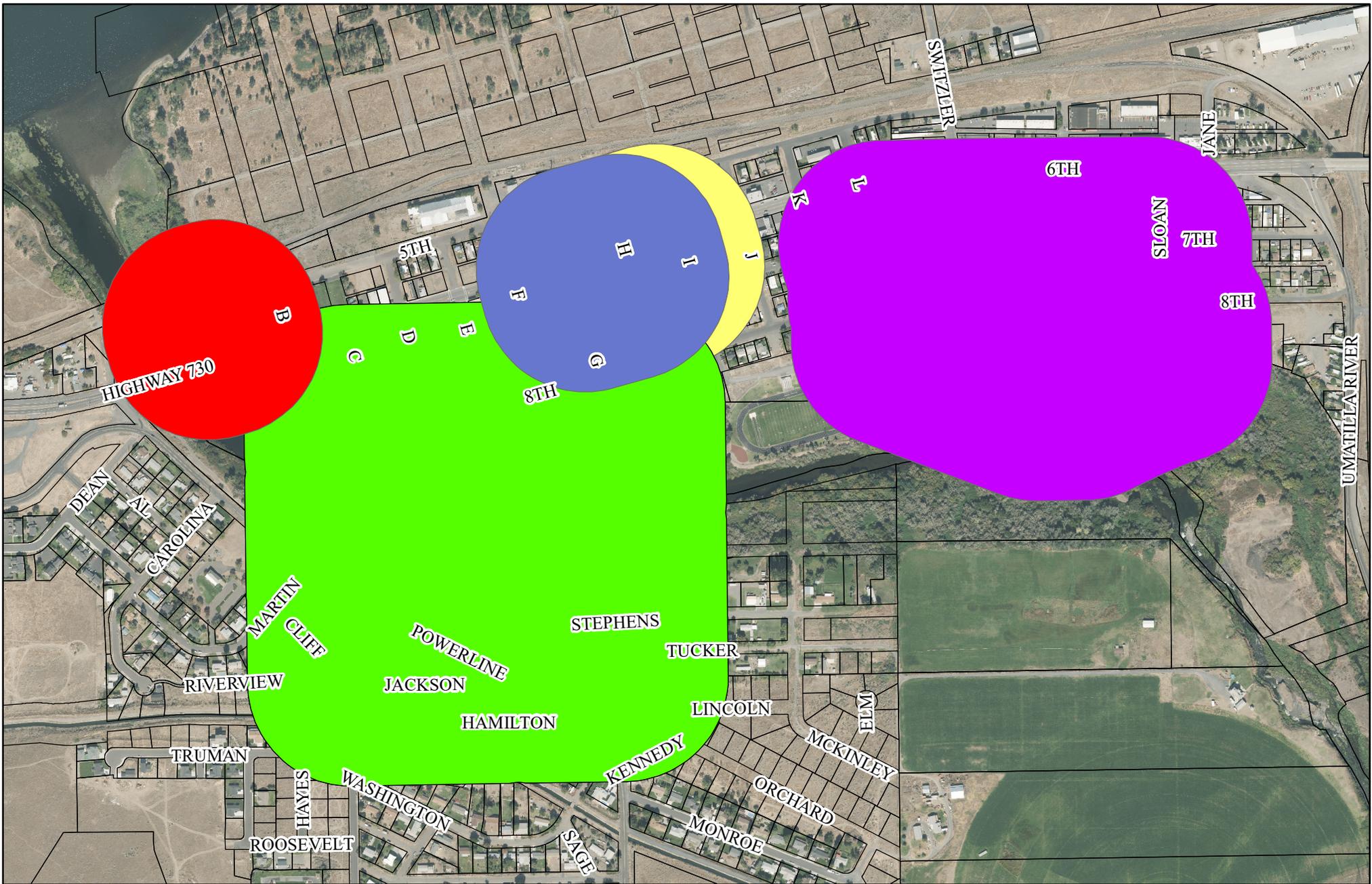
Section 14. Recreational Vehicle Parks as Accessory Uses

- 14.010 Compliance. Any development or expansion of a recreational vehicle park that is an accessory use to a mobile home park shall comply with all applicable provisions of this ordinance.
- 14.020 Approval Process. Development or expansion of a recreational vehicle park as an accessory use to a mobile home park is subject to the approval process set forth in Section 12. Application for approval of plans for the use may be in conjunction with application for approval of a mobile home park plan.
- 14.030 General Design Standards. Design standards for a recreational vehicle park which is an accessory use to a mobile home park shall be consistent with the design standards for recreational vehicle parks pursuant to Section 13 except for the following:
- a. Minimum Size. The minimum size of the entire development including both the mobile home park use and the recreational vehicle park accessory use shall be two acres.
 - b. Open Space and Recreational Amenity Requirements. When recreational open space, landscaping, or similar amenities are required and are based on gross acreage of the development, the required areas or amenities shall be computed separately for the mobile home park use and the recreational vehicle park use and shall be computed based on the gross acreage intended for each use.
- 14.040 Use Separation. The area of the park designed for mobile home park use shall be physically separated from the area designated for recreational vehicle use by no less than a ten foot wide landscaped buffer, a six foot high sight-obscuring fence or planting, a twenty-foot wide roadway, or another similar method of separation meeting the approval of the Planning Director.
- 14.050 Use Ratio. Not more than 33 percent of the total spaces of the mobile home park and its recreational vehicle park accessory use shall be utilized by recreational vehicles.
- 14.060 Permitted Locations. Any recreational vehicle park that is an accessory use to a mobile home park shall be located in an R-4 zone and shall be adjacent to and gain direct access from one of the following major arterial streets as designated in the McMinnville Comprehensive Plan: Highway 99W or Highway 18.

EXHIBIT "A"
(Ord. 4564 §18, 1994)

MOBILE HOME ZONING MATRIX

	STATUS
R-1 Zone	
Class A on a single lot	Permitted Use – Chapter 17.12
Mobile Home Subdivision	Class A – Permitted Use – Chapter 17.12
Mobile Home Park	Not Permitted
RV Park	Not Permitted
R-2 Zone	
Class A on a single lot	Permitted Use – Chapter 17.15
Mobile Home Subdivision	Class A – Permitted Use – Chapter 17.15
Mobile Home Park	Not Permitted
RV Park	Not Permitted
R-3 Zone	
Class A on a single lot	Not Permitted
Mobile Home Subdivision	Class A – Ord. 4220 – Section 11
Mobile Home Park	Class A – Ord. 4220 – Section 7
RV Park	Not Permitted
R-4 Zone	
Class A on a single lot	Not permitted
Mobile Home Subdivision	Classes A and B – Ord. 4220 – Section 11
Mobile Home Park	All Classes – Ord. 4220 – Section 8
RV Park	Accessory Use – Ord. 4220 – Section 12
C-2 Zone Travel Commercial	
RV Park	Permitted Use – Ord. 4220 – Section 12
C-3 Zone General Commercial	
RV Park	Permitted Use – Ord. 4220 – Section 12

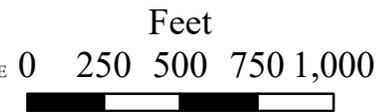


500 Foot restriction on Drinking Establishments

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Map should be used for reference purposes only. Not survey grade or for legal use.

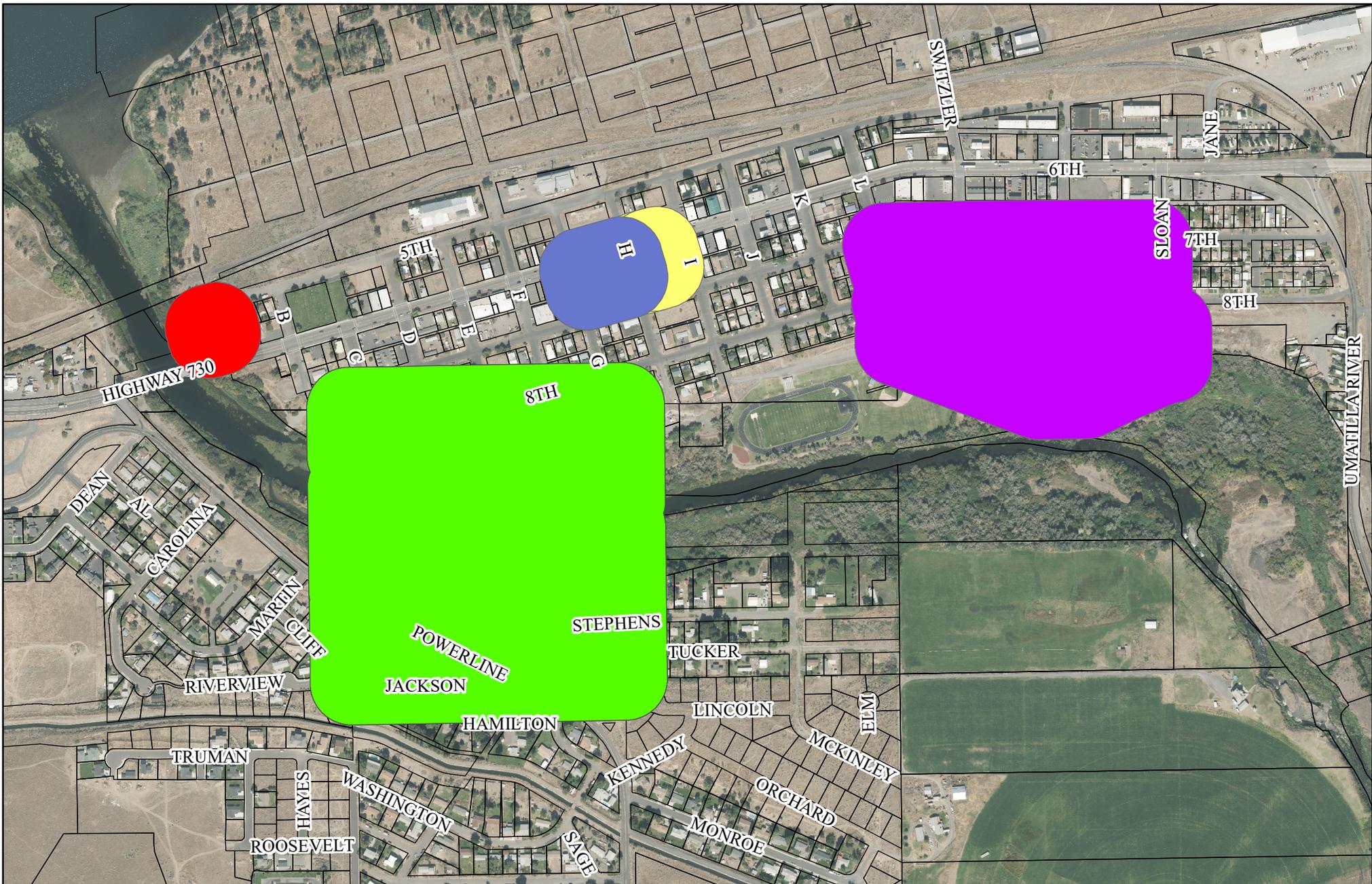
Created by Jacob Foutz, on 7/21/2021



Legend

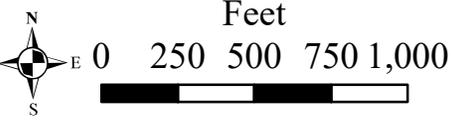
- Umatilla Public Library
- Umatilla Landing Park
- Nugent Park
- Middle & High School
- Village Square Park





200 Foot restriction on Drinking Establishments

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Legend

- Middle & High School-200
- Umatilla Public Library-200
- Village Square Park-200
- Nugent Park-200
- Umatilla Landing Park-200

