

Kirtsis Parking Lot Improvements

Development Review Narrative (DEV REV 2022-06)

LCMC Compliance for: LCMC 17.52 & LCMC 17.56

Prepared by:

Lincoln City Public Works

Public Works Project Number: 21008

Lincoln City Parks & Recreation Contacts:

Jeanne Sprague – Parks Director

Lincoln City Public Works Contacts:

Stephanie Reid, PE – Public Works Director

Terry Chamberlin – Project Engineer

Daniel Wentz – Project Manager



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I. Project Description:

The Kirtsis Parking Lot Improvements project proposes development of the existing, gravel parking lot at the center of Kirtsis Park. The improvement will grade & install drainage, pave the parking lot surface in asphalt concrete, improve ADA accessibility, pave a pedestrian “exhibit area” on the north portion of the parking lot, thermoplastic striping, and landscape island construction to improve parking lot aesthetics, circulation, & water quality.

II. Existing Conditions:

Kirtsis Park encompasses roughly 435,000 square feet between NE 22nd and NE 27th. The existing parking lot being developed is roughly 42,400 square feet of gravel parking area, serviced by one (1) storm inlet at the center of the gravel lot. The gravel is in the center of Kirtsis Park, between the Lincoln City Skate Park and the three (3) baseball diamonds, and accessed via NE Reef Ave from NE 22^{nds}. This is the only off-street parking designated for Kirtsis Park and the primary parking area for both facilities.

III. Code Compliance

a. LCMC 17.55 – LANDSCAPING STANDARDS

17.55.010 Purpose.

The goals of landscaping are to increase aesthetic value; provide environmental benefits, such as controlling erosion and functioning as part of the natural hydrologic cycle; provide an attractive natural balance to built areas; reduce runoff; screen or buffer uses; and to frame or complement views. The purpose of this chapter is to provide for the design, selection, installation, and maintenance of landscaping that will satisfy the aforementioned goals. This chapter also seeks to provide for selection of plant materials that will provide long-term growth, a balance of year-round coverage and greenery, and a variety of species for a healthier, drought-tolerant, disease-resistant plant inventory. (Ord. 2020-13 § 25)

The Kirtsis Parking Lot Improvements propose both designated landscape islands as well as landscape islands providing water quality features. Landscaping shall additionally be chosen from Lincoln City’s Landscape selection guides, Volumes 1-3. These provisions meet the purpose of this chapter.

17.55.020 Applicability.

The standards of this chapter shall apply to:

- A. All Type II and Type III procedures.
- B. New construction.
- C. Previously developed sites whenever improved by 50 percent or more of the assessed value of the existing improvements. (Ord. 2020-13 § 25)

The existing site is currently gravel with parking being the primary, existing use. Paving of the parking area will constitute new development; 17.55 Applies under subsection 17.55.020[B].



17.55.030 Landscaping requirements for detached single-unit dwellings, attached single-unit dwellings, manufactured dwellings, and duplexes.

A. Maximum Impervious Surface. Maximum coverage of an individual lot or parcel in impervious surfaces shall be limited to a percentage of the gross area of the lot or parcel, according to zone, as listed in Table 17.55.030-1.**

Table 17.55.030-1

R-1	R-1-RE	VR	R-M	NCR	R-R	OPD I-M	OPD OF	NBMU	NBD
55%	55%	55%	55%	55%	65%	75%	80%	90%	90%

**55% for any zone not listed in Table 17.55.030-1.

1. Exemptions and Adjustments.

- a. Flag lot access ways (i.e., the “flagpole”) shall not be counted as part of the impervious surface area on the site. They shall also be deducted from the gross square footage of the site when determining the allowable percentage.
- b. Recorded, legal access easements shall not be counted as part of the impervious surface area on the site. They shall also be deducted from the gross square footage of the site when determining the allowable percentage.
- c. Eco-roofs, installed or inspected and approved by a certified professional, shall not be counted as part of the impervious surface area on the site. They shall also be deducted from the gross square footage of the site when determining the allowable percentage.
- d. For example, a lot in the R-1-RE zone is 5,000 square feet. It contains a 1,000-square-foot flagpole/recorded, legal access easement/eco-roof. Five thousand less 1,000 equals 4,000. Fifty-five percent of 4,000 equals 2,200; therefore, no more than 2,200 square feet of the site can be impervious, but the 1,000-square-foot area of the flagpole/recorded, legal access easement/eco-roof does not count against the 2,200 square feet of allowed impervious area.
- e. For existing lots between 3,000 square feet and 4,000 square feet, maximum impervious surfaces shall be an additional five percent above the limit listed in the table above.
- f. For existing lots less than 3,000 square feet, maximum impervious surfaces is an additional 15 percent above the limit listed in the table above or 100 percent, whichever is less.

B. Landscaping Requirements. Landscaping is required on all disturbed portions of the site not covered by buildings, structures, or impervious surfaces. Existing plants and trees that are healthy



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and noninvasive count towards the minimum requirements listed below, provided they will be protected during development adequately enough to ensure future preservation.

1. At a minimum, the site shall contain the following spaced and/or grouped according to best planting practices and aesthetics:

- a. One tree per 150 feet of total lot perimeter; and
- b. One shrub per 30 feet of total lot perimeter; and
- c. Sufficient number of living ground cover plants spaced to cover 10 percent of the gross area of the site within three years of planting.

C. Ground Cover and Mulch.

1. Mulch between plantings shall be at least a two- to three-inch-thick layer to ensure effective erosion control and to avoid leaching of excessive nutrients.
2. Acceptable mulch materials are straw, well-aged compost and leaves, wood mulch or bark dust, or wood nuggets that are a minimum diameter of one inch. Mulching with manure that has not been composted or aged is prohibited.
3. Nonliving ground cover materials such as noncompacted pea gravel, river rock, pumice, stones, boulders, bark dust, and cedar chips are acceptable ground cover.
4. Standards for living ground cover are those set out in LCMC [17.55.050](#). (Ord. 2020-13 § 25)

The proposed development is not a single unit or duplex dwelling. The above standards do not apply.

17.55.040 Landscaping requirements for all development other than detached single-unit dwellings, attached single-unit dwellings, manufactured dwellings, and duplexes.

A. Landscaping is required on all portions of the site not covered by buildings, structures, or impervious surfaces.

Existing Landscaping is present across all portions of the site not covered by building, structures or impervious surfaces. The gravel parking area is the exception to this requirement & will be improved to better meet this requirement.

B. Fifteen percent of the total gross area of the site shall be landscaped with live vegetation according to the standards contained within this chapter. Existing plants and trees that are healthy and noninvasive count towards the 15 percent live vegetation requirement, provided they will be protected during development adequately enough to ensure future preservation.



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The total site area of Kirtsis Park is 435,000 square feet. Of this area: 20,500 square feet of impervious surface access & services the ball fields, 29,500 square feet of impervious surface makes up the Lincoln City Skate Park, and 42,400 square feet is gravel parking area. The remainder, totaling 342,600 square feet, is planted, natural vegetation, or surfaced pervious play surface.

This constitutes 78% of the site and exceeds the 15% requirement. This will be preserved and improved through parking lot development. See Exhibit A

1. At a minimum, the site shall contain three distinct and separate landscape areas, containing an overall total of the following spaced and/or grouped according to best planting practices and aesthetics:

The site contains at least, five (5), different, distinct landscaping areas. Adding the proposed landscape parking would add a sixth area of landscaping throughout the parking lot. This meets the above requirement.

- a. One tree per 20 feet of total lot perimeter; and
- b. One shrub per 10 feet of total lot perimeter; and
- c. Living ground cover.

Total Site perimeter is 2,930 lineal feet. This would require 147 trees and 293 shrubs. The existing site contains large areas of natural area around the north, east, and west perimeter. These areas will be preserved and provide above and beyond the required trees and shrubs.

2. If islands are required in parking areas, each island must contain at least one tree, sized appropriately for the area of the island. The remainder of the island must be covered with shrubs and/or living or nonliving ground cover, subject to the standards set out in subsection (C) of this section and LCMC [17.55.050](#). Islands count towards both the parking landscaping requirement and the 15-percent landscaping requirement.

Trees are noted within the required landscape islands. Water quality swales within the interior of the site will be planted with grasses to improve water quality & additional landscaping requirements.

C. Ground Cover and Mulch.

1. Ground cover used as mulch between plantings shall be placed at a minimum two- to three-inch-thick layer to ensure effective erosion control and to avoid leaching of excessive nutrients.
2. Acceptable mulch materials are straw, well-aged compost and leaves, wood mulch or bark dust, or wood nuggets that are a minimum diameter of one inch. Mulching with manure that has not been composted or aged is prohibited.



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3. Nonliving ground cover materials such as noncompacted pea gravel, river rock, pumice, stones, boulders, bark dust, and cedar chips are acceptable ground cover.

4. Standards for living ground cover are those set out in LCMC [17.55.050](#). (Ord. 2020-13 § 25)

**Construction plans note mulch within planting areas at 3-4” depth.
The above requirement are met.**

17.55.050 Selection, preparation, and installation for all landscaping.

A. Selection of Materials.

1. Invasive and noxious plants as defined in LCMC [8.12.010](#) or by the Oregon Department of Agriculture are prohibited.

2. Hydro-seeding is prohibited.

3. All selections must be healthy and disease-free at the time of planting.

4. Sizes of Plantings.

a. Deciduous trees must be a minimum of one and one-half caliper inches at the time of planting.

b. Conifer trees must be a minimum of five feet in height at the time of planting.

c. Ground cover plants must be at least four-inch pot size.

d. Shrubs must be at least three-gallon size at the time of planting, unless three-gallon sizes are not available for purchase at the time of planting for the particular shrub selected. In those instances, one- or two-gallon size is allowed.

e. Plantings at their mature height shall not be higher than five feet if they would block the view of any shoreline of the Pacific Ocean, Siletz Bay or Devils Lake.

f. All plantings must be one, or a combination of, the following: native to the Pacific Northwest; selected from the City of Lincoln City Guide to Landscape Selections; or suitable for the site conditions as certified by a written and signed statement from a landscape architect licensed in the state of Oregon or a landscape nursery person.

No invasive or noxious species noted for installation

All seeding for project restoration shall be completed by hand.

All selections shall be healthy & disease free.

New Trees and Plantings are noted within the project’s contract bid tab.

Trees are noted as Japanese Maple and Boulevard Cypress (5 gal) per the Lincoln City Landscape Selection guide Vol. 1.



Water quality plants are noted as Common Rush (qt.) and Slough Sedge (Plug) per Lincoln City's Landscape Selection guide Vol. 3

B. Preparation.

1. All newly landscaped areas must be cleared of invasive and noxious plants as defined in LCMC [8.12.010](#) and by the Oregon Department of Agriculture prior to installation of new landscaping.
2. All newly landscaped areas must be cleared of dead, dying, or diseased vegetation prior to installation of new landscaping.

Plans for the new project area include preparation to meet the above requirements.

C. Installation.

1. Plant materials must be installed to current nursery industry standards.
2. Plant materials must be properly supported to ensure survival. Support devices such as guy wires or stakes must not interfere with vehicular or pedestrian movement.
3. All landscaping shall be installed prior to issuance of a certificate of occupancy or:
 - a. Agreement to Delay Installation. If all landscaping has not been satisfactorily completed prior to requesting issuance of a certificate of occupancy and the director determines that a delay in completion of the landscaping is appropriate because there has not been a reasonable amount of time for the completion of the landscaping or for other reasons, then the director may require, as a condition of such issuance or use, a landscaping agreement signed by the owner, in a form satisfactory to the director. A landscaping agreement shall:
 - i. Identify all landscaping to be completed and establish a time period, not to exceed 120 days, within which the owner shall complete the landscaping;
 - ii. If the identified landscaping is not completed within the established time period, then this shall be considered a Class B violation with a fine of up to \$1,000 per day for each day the identified landscaping remains incomplete. (Ord. 2020-13 § 25)

The above requirements shall be met as part of the proposed project.

17.55.060 Irrigation and maintenance.

A. Irrigation. The intent is to ensure that plants will survive the critical establishment period when they are most vulnerable due to lack of watering. Irrigation systems shall be provided for all planted



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areas for a period of at least two years, or until it is demonstrated that new plants have become naturalized.

Irrigation & watering shall be completed by hand or irrigation shall be installed by city parks crews

B. Continuous maintenance of property includes, but is not limited to, weeding, pruning, removing and eradicating invasive and noxious plants, removing diseased or dead vegetation and replacing with healthy specimens, and removing litter, trash, and debris. Failure to maintain property in accordance with this chapter shall be considered a Class B violation. (Ord. 2020-13 § 25)

Requirements are met by regularly city parks maintenance, which shall continue and include the proposed improvements

17.55.070 Clear-vision requirements.

Landscaping shall be in conformance with the clear-vision area requirements set out in LCMC [17.52.060](#). (Ord. 2020-13 § 25)

No new landscaping impacts the clear vision triangle as defined within LCMC 17.52.060

17.55.080 Living landscaping as screening.

A. When screening is required, the applicant may choose to use vegetation as the screening method. If so, the following standards must be met:

1. Screening shall be in the form of a hedge.
2. The hedge shall consist of evergreen shrubs and shall be native to the Pacific Northwest and suitable for the site conditions as certified by a nursery person or a landscape architect licensed in the state of Oregon or selected from the City of Lincoln City Guide to Landscape Selections.
3. Selected shrubs must have a mature height of at least six feet.
4. Shrubs must be of sufficient size and number to provide solid sight obstruction, at a minimum of six feet in height, at the time of planting. (Ord. 2020-13 § 25)

Screening is not required as part of the proposed development



b. LCMC 17.56 – OFF-STREET PARKING AND LOADING

17.56.010 Applicability.

The requirements of this chapter are applicable for all zoning districts, unless specifically stated otherwise, and shall be adhered to when:

A. A new building is hereafter erected; or

B. An existing building is enlarged to the extent that the cost of construction exceeds 50 percent of the improvement value of the building as shown on the Lincoln County Property Report from the Lincoln County assessor's office or to the extent that the building's capacity is increased by more than 50 percent in terms of units listed in LCMC [17.56.050](#); or

C. The occupancy classification of an existing building, or any portion thereof, is changed and the building enlarged; parking spaces shall be provided in proportion to the increase only, provided the increase is less than 50 percent of the existing building area. If the increase exceeds 50 percent, parking shall be provided for the entire structure in accordance with the requirements of this chapter. If the structure in which the change of use is to occur is not enlarged, no additional parking shall be required. (Ord. 2020-13 § 24)

The proposed parking area is currently gravel and paving will constitute new development. The lot is zoned Park and Off-street Parking & Loading Standards apply.

17.56.020 General standards.

A. The provision and maintenance of off-street parking, bicycle parking, and loading spaces and associated improvements is a continuing obligation of the property owner. The subsequent use of the property shall be conditional upon the unqualified continuance and availability of the amount of off-street parking, bicycle parking, and loading spaces required by this chapter.

Regular maintenance is completed by city parks crews, which shall include the proposed development.

B. Any requirement resulting in less than a whole number shall be rounded up to the nearest whole number for the required number of spaces. (Example: 0.75 equals one space; 1.25 equals two spaces; 1.50 equals two spaces; 1.75 equals two spaces.)

Acknowledged.

C. Areas needed to meet the off-street parking and loading requirements shall not be transformed or changed to another type of use, or transferred to meet the parking requirements of another building or use, until the parking required for the original user of said parking or loading area is provided at another allowable location.

1. Required parking areas shall be available for the parking of operable passenger vehicles of residents, customers, patrons, and employees only.



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2. Required parking and loading spaces and areas may not be used for the parking or storage of equipment, storage of goods or merchandise, displays of goods or merchandise, or any other use other than fulfilling the off-street parking or loading space requirements.

Acknowledged. An “exhibit area” is being provided outside of the proposed parking area to ensure future compliance of the above requirements.

D. Portions of off-street parking areas may be redeveloped for transit-related uses, such as transit shelters or park-and-ride lots, to the extent the off-street parking area continues to meet applicable standards and subject to approval through the applicable procedural review. (Ord. 2020-13 § 24)

Acknowledged.

17.56.030 Number of off-street parking spaces required.

1. There are no off-street parking requirements for commercial uses, commercial buildings, or the commercial portion of mixed use buildings located within the boundaries of any of the pearls (Wecoma, Oceanlake, DeLake, Taft, Nelscott, Cutler City), said boundaries as identified on the city’s adopted zoning map.

The above requirements do not apply to the proposed project.

2. The number of off-street parking spaces may be reduced by 10 percent of the off-street parking requirement for every five bicycle parking spaces provided over and above the standard requirement for bicycle parking spaces.

6 Bicycle Parking spaces have been provided between parking spaces #6 and #7, adjacent to the primary baseball field pedestrian access.

3. The number of off-street parking spaces may be reduced by 10 percent of the off-street parking requirement by preserving at least two mature and healthy trees. To receive this credit, a licensed Oregon arborist must certify the trees to be preserved are healthy, and the grading plan must show enough protection and lack of disturbance around the roots (again, as certified by a licensed Oregon arborist) that the trees will be protected and preserved throughout construction and thereafter.

Over 200 Mature trees are estimated to be preserved across the site. Two (2) new trees are proposed within landscape islands as required within LCMC 17.50.040[B][2]

C. Uses Not Listed in Table 17.56.030-1. Uses not specifically listed in Table 17.56.030-1 shall furnish off-street parking as required by the director. In determining the off-street parking requirements for unlisted uses, the director shall use Table 17.56.030-1 as a general guide, and shall determine the minimum number of off-street parking spaces required to avoid undue interference with the use of public right-of-way. (Ord. 2020-13 § 24)

The number of off-street parking spaces required is not identified in [Table 17.56.030-1](#). Parking lot development has been designed to maximize the number of parking spaces and



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meeting the specific needs of the park use, all while adhering LCMC chapter 17.56 and 17.55. Parking lot development proposes 83 parking spaces, including the 4 required ADA parking spaces, and is anticipated to increase overall parking from current conditions simply by clear delineation parking spaces through striping & landscape island development.

Additionally, all provisions for allowed parking reductions within LCMC 17.56.030[A][2] and [A][3] have been provided for good measure.

Finally, overflow parking is available at the Lincoln City Community Center, within 1000 feet as noted below and allowed within LCMC 17.56.080

17.56.040 Number of off-street loading spaces required.

A. Every building hereafter erected or established, for a use other than residential, having a gross floor area of 10,000 square feet or more shall provide and maintain at least one off-street loading space plus one additional off-street loading space for each additional 20,000 square feet of gross floor area.

B. Each loading space shall be not less than 10 feet wide by 25 feet in length and 14 feet in height. (Ord. 2020-13 § 24)

No building is being erected, the above code sections do not apply.

17.56.050 Joint use of off-street parking and loading spaces.

A. Off-street parking and loading requirements may be satisfied by the same parking or loading space used jointly to the extent that it can be shown by the owners or operators of the uses, structures, sites, or developments that their operations and parking needs do not overlap in point of time.

B. If the uses, structures, sites, or developments are under separate ownership, the right to joint use of off-street parking or loading spaces must be evidenced by a deed, lease, contract, or other appropriate written document establishing the terms of the joint use, and submitted to the department. (Ord. 2020-13 § 24)

No minimum parking requirement has been identified. The parking lot serves multiple uses, all within the ownership of the City of Lincoln City.

17.56.060 More than one use in a building or on a development.

A. Where more than one use is included within any building or structure, or on any single parcel, lot or development, the off-street parking and loading requirements shall be the sum total of the requirements of the various uses.

B. In instances where the operations of the different uses are such that the hours of operation or uses complement each other insofar as the off-street parking or loading demand is concerned, a reduction in these requirements may be authorized as part of the applicable procedural review. (Ord. 2020-13 § 24)



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No minimum parking requirement has been identified. The parking lot serves multiple uses, all within the ownership of the City of Lincoln City.

17.56.070 Development and maintenance standards for off-street parking for detached single-unit dwellings, attached single-unit dwellings, and duplexes.

The proposed development is not detached single family, attached single family, or a duplex. The code section does not apply.

17.56.080 Development standards for off-street parking and loading areas for all uses other than detached single-unit dwellings, attached single-unit dwellings, and duplexes.

A. Location.

1. Off-street parking and loading areas shall be located on the same lot or parcel as the use or on a separate lot or parcel not farther than 1,000 feet from the building or use they are intended to serve, measured in a straight line from nearest property corner to nearest property corner.
 - a. The burden of arranging for such off-premises parking or loading rests upon the person who has the responsibility of providing off-street parking and loading.
 - b. Proof of such off-premises parking arrangements shall be provided. Acceptable forms of proof include deeds, leases, or contracts for such arrangement.
2. Area in a public right-of-way or an alley shall not be eligible as fulfilling any part of the off-street parking or loading requirements.
3. Off-street parking and loading spaces shall be located above, beneath, to the rear, or to the side of buildings.
4. Parking and loading spaces must be outside of required building setback areas.
5. Parking and loading spaces must be at least 10 feet from public right-of-way, and the space between the public right-of-way and the parking and loading spaces must be landscaped according to the standards in Chapter [17.55](#) LCMC.
6. In no case shall any parking area or parking or loading space be located between the front of the building and the front property line.
7. Parking and loading spaces must be located such that there are no backing movements or other maneuvering within public right-of-way. Backing movements or other maneuvering within alleys or private streets is allowed, however.



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Overflow parking is located at Lincoln City's Community Center Parking area. This is <1,000 feet from Kirtsis park and connected by a pedestrian crossing of NE 22nd St. The parking area is located at the center of Kirtsis Park: This is not within a front yard area, not within any building setbacks, further than 10' from the public right of way, and does not allow backing into the public right-of-way.

B. Surfacing.

1. Parking spaces, parking areas, and driveways shall have permanent, dust-free surfaces and shall be constructed to support use by solid waste vehicles and firefighting apparatus.
2. Surfaces shall consist of one or more of the following materials:
 - a. Concrete or asphalt;
 - b. Block pavers of concrete, stone, brick, or similar material. This surface is considered impervious unless, through consultation with the city engineer, the spacing and installation are determined to be sufficient to count as an allowable pervious surface;
 - c. Pervious concrete or asphalt; or
 - d. Other materials, as approved by the city engineer.

Parking Lot surfacing is planned as 3" of asphalt concrete pavement. This is in compliance with subsection [B][2][a] of the above requirement.

C. Redevelopment. Site design shall incorporate the conversion of existing parking areas located in front of buildings to pedestrian spaces as properties redevelop.

The above requirement does not apply.

D. Installation and Maintenance.

1. Materials shall be installed and maintained adequately for all-weather use, including proper drainage so as to avoid flow of water across sidewalks and any property line.
2. All pervious surfaces shall be designed, installed, and maintained to ensure proper storm water infiltration.

All drainage routes to designated water quality basins for property drainage. The above requirements are met.

E. Maximum Impervious Surface. All parking spaces, parking areas, and loading spaces in excess of the minimum required amount shall be surfaced with pervious materials as approved by the city engineer.



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1. Except that, since commercial uses and buildings in the business districts do not have an off-street parking space requirement, if off-street parking is provided anyway as part of the development, the number of spaces provided in excess of what would have been required for the same use if it was not located in a business district, shall be surfaced with pervious materials as approved by the city engineer.

No minimum parking requirement has been identified. The site drainage routes directly to Devils Lake via the existing drainage system. No downstream constraints are present to require impervious surface area mitigation.

F. Curbing and Wheel Stops.

1. Parking spaces shall be contained by a curb or wheel stop so placed to prevent a vehicle from extending into an adjacent property, public right-of-way, private street, sidewalk, or landscaping area.
2. Curbing shall be a minimum of four inches in height and width.
3. Wheel stops shall be a minimum of four inches in height and width, and six feet in length; shall be firmly attached to the ground, and so constructed as to withstand normal wear.
4. Parking spaces having curbing or wheel stops may be reduced in length by two feet, allowing for overhang of the vehicle parked in that space, provided the curbing or wheel stops are placed two feet back from the front of the parking space.

Standard height (4”H x 6”W) Wheel stops are noted at all parking spaces fronting a pedestrian area. 6” reveal curbs are noted at all landscape areas.

G. Marking. All off-street parking and loading spaces shall be permanently and clearly marked, and such marking shall be replaced regularly, so as to remain clearly visible at all times.

All parking spaces are noted with, 4” wide, white extruded thermoplastic striping to improve visibility & reduce ongoing maintenance requirements.

H. Landscaping.

1. In all instances except the following when occurring on individual lots – detached single-unit dwellings, attached single-unit dwellings, manufactured homes, and duplexes – and except in the R-1-5, R-1-7.5, R-1-10, R-1-RE, and VR zones, parking areas shall include landscaping to cover not less than 10 percent of the area devoted to parking spaces and areas, which area is computed as a part of the required landscaping of the total gross area pursuant to Chapter [17.55](#) LCMC.
2. Surface parking lots must have perimeter buffer strip landscaping of not less than four feet in depth (see Figure 17.56.080-1) landscaped in accordance with Chapter [17.55](#) LCMC.



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See LCMC 17.56.080 below

I. Screening. Any off-street parking area providing five or more parking spaces shall be screened from view by a screening hedge or a six-foot-tall, sight-obscuring fence on each side that adjoins property situated in the R-1-5, R-1-7.5, R-1-10, R-1-RE, R-M, R-R, or NCR zones or the premises of any school. Screening hedges are subject to the provisions of Chapter [17.55](#) LCMC.

The parking lot does not abut any of the referenced zones; No parking lot screening is required

J. Lighting of Parking Areas.

1. If provided, light poles in parking areas shall not exceed a height of 20 feet.
2. Any provided lighting in parking areas shall be shielded or provided with cut-offs to avoid glare, light pollution (night sky) and light spillover onto residentially used properties.
3. Maximum initial luminance of lighting provided in parking areas shall not exceed four foot-candles, with zero foot-candles at property lines.

The existing ball fields & skate park provide site lighting. No new lighting has been provided to serve the proposed parking area.

K. Accessible Parking. Parking areas shall meet all applicable accessible parking requirements of federal, state, and local codes.

ADA parking areas meet federal, state, & local requirements.

L. Parking Area Layout and Dimensions.

1. A minimum of 50 percent of the required number of parking spaces must be designed as standard sized spaces with a minimum space width of nine feet and length of 20 feet.
2. No more than 50 percent of the required number of parking spaces may be designed as compact sized spaces with a minimum space width of eight feet and length of 16 feet.
3. A clear pedestrian circulation route from parking stalls to the primary building entrance, or a pedestrian area immediately adjacent to the primary building entrance, must be provided.
4. Parking areas shall be designed as follows:
[SEE LCMC 17.56.080](#)

**All parking spaces are a minimum of 9'x20' in size.
Pedestrian routing has been provided (1) between the skate park & ball field park uses, and (2) connecting provided ADA parking spaces to existing pedestrian routing.**



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Parking spaces are provided in accordance with the “90 degree” layout from LCMC 17.56.080[L][4]

M. Parking Rows.

1. Surface parking lots containing more than 20 parking spaces must have rows of not more than 12 continuous parking spaces and shall include one planting island between every 12 parking stalls.
 - a. Islands must be at least five feet wide, with a minimum area of 190 square feet in a double-loaded parking row or 95 square feet in a single-loaded parking row.
 - b. Islands must be provided with protective curbing to prevent vehicles driving directly into the island.
 - c. Islands count towards the interior parking lot landscaping requirement of subsection (H)(1) of this section.
 - d. Islands must be landscaped pursuant to the provisions of Chapter [17.55](#) LCMC.

Landscape buffers have been provided where required. Islands provide a 6” reveal standard curb and shall be planted with Japanese Maple & Boulevard Cypress for landscaping requirements as noted within the proposed plans.

2. The perimeter of parking lots or the outer parking aisles must contain at least a four-foot-wide landscaping/drainage swale or landscape buffer (see Figure 17.56.080-1) landscaped pursuant to the provisions of Chapter [17.55](#) LCMC. The perimeter landscaping buffer counts towards the interior parking lot landscaping requirement of subsection (H)(1) of this section.

The west parking lot perimeter abuts the baseball field, landscaped with grass in accordance with LCMC 17.55

The north perimeter of the parking area abuts the exhibit area; No landscape buffer is shown on the plan set, but landscape islands will be added, as shown on exhibit D, to meet this requirement. Landscape islands will be a minimum of 4’ wide, bordered by a standard 6” height concrete curb. Islands will be spaced with paved pathways for pedestrian access to the exhibit area.

Roughly 100’ of the east parking lot boundary abuts the Lincoln City Skate Park. This area is also noted without landscape buffer in the full plan set. A 4’ landscape island shall additionally be provided between these spaces & the existing Lincoln City Skate Park. Revisions are shown in Exhibit D; curbing shall be 4” in accordance with 17.56.080[F][2] The short southern boundary of the proposed parking area shall remain rock as a non-living ground cover under 17.55.040[C][3], with measures to prevent vehicles from utilizing the landscaping as parking area.

[SEE LCMC 17.56.080 FOR FIGURE 17.56.080-1](#)



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N. RV, Motorhome, and Bus Parking. Developments with 50 or more required off-street parking spaces shall provide the following minimum number of off-street parking spaces sized and designated for the parking of RVs, motorhomes, and buses:

Number Required	Total Parking Spaces
1	50 – 75
2	76 – 100
3	101 – 200

One RV, motorhome, bus space for each additional 100 spaces or a fraction thereof.

Each RV/motorhome/bus space shall be not less than 10 feet wide and 30 feet long.

Spaces number 33 through 36 on Sheet 6 and 69 through 70 on sheet 7 meet the 10' x 30' RV/bus parking space requirements. These 4 spaces have not been labeled as RV/Motorhome/Bus parking with the goal to reduce illegal, overnight parking within the park zone but meet the intent of the above requirements.

O. Structured Parking. Where structured parking is provided in a stand-alone structure that does not contain any uses other than parking, the structure must be set back from public right-of-way a minimum of 10 feet. The 10-foot setback area shall be landscaped subject to the provisions of Chapter [17.55](#) LCMC. (Ord. 2020-13 § 24)

The above requirements do not apply

17.56.090 Bicycle parking.

A. Number of Bicycle Parking Spaces Required. One bicycle parking space, as defined in subsection (D) of this section, is required for every 20 vehicle parking spaces required in LCMC [17.56.030](#).

No minimum parking requirement has been identified. However, the proposed parking lot development provides 79 parking spaces. 1 bicycle parking space per 20 vehicle spaces = 4 required bicycle parking spaces.

The site provides 6 bicycle parking spaces parking spaces #6 and #7, adjacent to the primary baseball field pedestrian access.

B. Access. An unobstructed walkway of at least five feet in width shall connect each bicycle parking area to the primary entrance or the pedestrian area in front of the primary entrance.

A pedestrian sidewalk connects the bicycle parking area to the parking area pedestrian circulation. This walkway connects to the Lincoln City Skate Park and existing, pedestrian ball field access.

C. Location. All bicycle parking areas shall be within a well-lighted area within 100 feet of, or clearly visible from, the primary building entrance or public right-of-way. Where necessary, a sign shall direct users to the bicycle parking area.



The bicycle parking location is illuminated by existing ball field lighting and is visible from the NE Reef Ave right-of-way access.

D. Dimensions. Each bicycle parking space shall be at least two feet by six feet with a vertical clearance of six feet.

Proposed bicycle racks are spaced 4' apart, providing a minimum of 2'x6' parking space. No covering or vertical impediments are present over the racks. Any future covering shall meet a minimum of 80" vertical clearance per ADA requirements.

E. Security. Bicycle parking facilities shall be either a lockable enclosure for storing bicycles or a stationary object (i.e., a rack) to which bicyclists can lock their bicycles. (Ord. 2020-13 § 24)

Bicycle racks have been provided for securing of parked bicycles.

IV. Conclusion

The proposed development works to optimizing public parking, complies with applicable code sections within chapters 17.55 and 17.56 of the Lincoln City Municipal Code, and works within the existing parking lot area. It is anticipated that the development will increase overall parking with better designation of parking. Improved ADA access, bicycle parking, and drainage facilities are also provided as part of the development & in compliance with applicable requirements.

Additionally, gravel is not an approved surfacing material for parking lot development within current design standards. Paving the proposed area would bring the existing parking area further into compliance with current design standards.

APPENDICES

Appendix A

Site Impervious Area Evaluation

Appendix B

Landscape Area Identification

Appendix C

Planned Revisions for Accommodation
Of Landscape Buffer Requirements (17.56.080[M][2])

Appendix D

Existing Project Area & Site Map



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