

**CHAPTER 70  
PUBLIC WORKS DEPARTMENT  
DEVELOPMENT STANDARDS**

**ARTICLE 70  
BASIC PROVISIONS**

**70.010 - PURPOSE**

The purpose of this chapter is to establish standards for the design and development of sites in order to protect the public health, safety and welfare.

**70.020 - DISTINCTION BETWEEN URBAN AND RURAL AREAS**

As used in this chapter, urban area means any property or lands located within an Urban Growth Boundary of Bonanza, Chiloquin, Klamath Falls, Malin and Merrill established by a Comprehensive Plan. Rural area means all other property or lands.

**70.030 - IMPROVEMENT PROCEDURES**

The improvements required by this chapter shall conform to the requirements of this code, the **Department of Public Works Standard Drawings**, incorporated into this code by reference as Appendix A, as it may be revised, and other improvement standards adopted by the County and shall be in accordance with the following procedures:

- A. Construction work shall not be commenced until all required plans, profiles and specifications have been reviewed and approved by the Director of Public Works and appropriate State agencies. As required by the Director of Public Works, plans, profiles and specifications shall be submitted to the Director of Public Works prior to final development approval;
- B. Construction work shall not be commenced until the Director of Public Works has been notified; and
- C. Required improvements shall be constructed in accordance with the plans, profiles and specifications as approved by the Director of Public Works. If unusual conditions arise during construction, the County may require the developer to amend the plans, profiles or specifications to accommodate such unusual conditions. Any similar changes initiated by the developer must be reviewed and approved in writing by the Director of Public Works. All phases of road construction will be performed under the authority of a Registered Professional Engineer, licensed to practice in Oregon. The Engineer is required to submit as-built drawings and construction certification report to the Department of Public Works within 30 days after the road construction has been completed.

The report will certify that the roads were built with suitable, properly compacted materials to the grade and dimensions specified in the approved plans and specifications, including any approved amendments. The report will also certify that the improvements have been constructed as specified in the approved drainage plans and that runoff water from the development will no adversely affect adjacent property owners. Copies of the material and compaction test results will be included as part of the report.

- D. Failure to comply with section 70.030C of this chapter will result in non-issuance of Building Permits and, if applicable, non-acceptance of roads as County Roads.

# ARTICLE 71 VEHICULAR AND NON-VEHICULAR ACCESS AND CIRCULATION

**71.010 - PURPOSE**

The purpose of these standards is to ensure safe ingress and egress to and from properties; to minimize street congestion and traffic hazards; to provide safe and convenient access to businesses, public services, and places of public assembly; and to make vehicular and non-vehicular circulation more compatible with surrounding land uses.

**71.020 - ACCESS STANDARDS**

- A. Vehicular Access - Vehicular access shall be provided to all lots or parcels from a dedicated street. Developments fronting on an arterial or collector street or road may be required to provide a frontage or service road.
- B. Director of Public Works Approval - Access to property fronting upon a county or public road shall be subject to the approval of the Director of Public Works.
- C. Oregon Department of Transportation (ODOT) Approval - Access to property fronting upon a state highway shall be subject to the permits issued by ODOT.
- D. Rural County Road Access Management – Minimum Centerline Spacing Standards

Functional Class	System Spacing	Minimum Spacing	Corner Clearance
Rural Major Arterial	1 mile	1,000 feet	1,000 feet
Rural Minor Arterial	1 mile	500 feet	600 feet
Rural Major Collector	1,320 feet	250 feet	100 feet
Rural Minor Collector	1,320 feet	250 feet	50 feet
Rural Local Street	200-400 feet	75 feet	25 feet

- E. Rural County Roads – Residential driveways shall be consolidated when possible; including the use of:
  - 1. Limited access medians on arterial routes.

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ORD 45.31 Art. 71.020(B); 030; 050(C)(D); 060(A),(B), (C); 070; 080; 120; 140; 160(A); 71.170  
 Adopt February 15, 1995  
 ORD 45.36 Art. 71.030  
 Adopt November 10, 1998  
 ORD. 44.92  
 Adopt January 30, 2012

2. Require right in/right out driveways on arterials or collectors where appropriate.
  3. Close and consolidate existing access points within 1,320 feet of interchanges, when possible.
  4. Restrict new access within 1,320 feet of interchange ramps.
- F. Klamath County Urban Growth Area Access Spacing Standards – All new development and redevelopment shall meet the access spacing standards in Table 4-3 of the Urban Area Transportation System Plan.
- G. When the site of development or redevelopment in the Urban Area has frontage on roads with different functional classifications, the site shall take access on the road with the lower functional classification.
- H. The County or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. In the Klamath Falls Urban Growth Area, access to and from off-street parking areas shall not permit backing onto a public street.

### **71.030 - GENERAL ROADWAY DESIGN STANDARDS**

The location, width and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the street. All street improvements shall be designed and constructed in accordance with the Department of Public Works Standard Drawings. The drawings shall include the following:

- A. Plan & Profile, Cross-Sections shall be drawn in ink on velum or mylar (minimum 3 millimeter), 24" X 36" "Federal Aid" sheets or the equivalent.
- B. Scale and lettering shall be such that all information is clearly legible and shall be approved by the County Engineer.
- C. All drawings submitted shall be dated and stamped by a registered, professional engineer licensed to practice in the State of Oregon. Include the subdivision name and tract number, developers name, and a vicinity map.

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ORD 45.31 Art. 71.020(B); 030; 050(C)(D); 060(A),(B), (C); 070; 080; 120; 140; 160(A); 71.170

Adopt February 15, 1995

Adopt November 10, 1998

ORD 45.36 Art. 71.030

ORD. 44.92

Adopt January 30, 2012

- D. Show typical road design section.
- E. Provide signature block for the county engineer.

**Each Plan shall contain the following:**

- 1. Existing topographic features including off right- of- way or off site features affecting road and/or drainage design.
- 2. Proposed improvements or new construction.
- 3. Proposed drainage facilities.
- 4. Property lines or lot lines intersecting road right-of-way.
- 5. Existing utilities.
- 6. Road names, north arrow, scale, horizontal curve information and stationing.

**Each Profile shall contain the following:**

- 1. Existing ground profile at centerline using same horizontal scale as the plan.
- 2. Proposed finished grade and subgrade at centerline. Show vertical curve information and stationing for finished grade. Profile stationing shall correspond with plan stationing.
- 3. Proposed drainage facilities with flow line elevations.

**Each Cross-Section shall contain the following:**

- 1. Existing ground Cross-Section the full right-of-way width.
- 2. On minimum 50 foot stationing, at curve points, at intersecting drainages, at intersecting streets and at any other locations critical for design purposes.
- 3. On a 1 inch grid.
- 4. The proposed finished grade and subgrade cross-section at the corresponding station with existing ground elevation at centerline and proposed centerline finished grade elevation.

**71.040 - MINIMUM RIGHT-OF-WAY WIDTHS**

Except as otherwise required by this code, the minimum width of rights-of-way for land partitions, subdivisions and other affected development shall be as follows:

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ORD 45.31 Art. 71.020(B); 030; 050(C)(D); 060(A),(B), (C); 070; 080; 120; 140; 160(A); 71.170

ORD 45.36 Art. 71.030  
ORD. 44.92

Adopt January 30, 2012  
71 - 3

Adopt February 15, 1995  
Adopt November 10, 1998

- A. Freeways - In accordance with the standards and specifications of the Oregon State Highway Division;
- B. Major Highways - 100 feet with improvements in accordance with the standards and specifications of this code;
- C. Arterial Street - 80 feet with improvements in accordance with the standards and specifications of the code;
- D. Collector Street - 60 feet with improvements in accordance with the standards and specifications of this code;
- E. Local Street - 60 feet with improvements in accordance with the standards and specifications of this code;
- F. Cul-de-sac Street - 60 feet with improvements in accordance with the standards and specifications of this code; and
- G. Private Streets or easements - 30 feet for all land partitions.

H. Recommended Design Standards:

<b>Roadway Design Standards</b>	
Vehicle Lane Widths: (minimum widths)	Truck Route = 12 feet Arterial = 12 feet Collector = 12 feet Local = 10-11 feet Turn Lane = 10-14 feet
On-Street Parking:	Not Applicable
Bicycle Lanes: (minimum widths)	Arterials = 4' paved shoulder Collectors = 4' paved shoulder Curb & Gutter Streets = 5' Standard Bike Lane = 6'
Sidewalks:	Shoulder or separated pathway
Landscape Strips:	Optional
Medians:	Optional
Neighborhood Traffic Management / Traffic Calming:	None
Turn Lanes:	When warranted
Maximum Grade:	Arterials = 6% Collectors = 6% Local Streets = 10%

**71.050 - IMPROVEMENTS IN THE KLAMATH FALLS URBAN AREA**

The following roadway improvements shall be required for all developments within the Klamath Falls Urban Growth Area unless otherwise specified, and shall be provided at the expense of the developer:

- A. All roads that are functionally classified as arterials or collectors shall provide sidewalks and bikeways (e.g. bicycle lanes) on both sides of the roadway, except as determined otherwise by the Director of Public Works. All roads shall be designed and constructed in accordance with Public Works Standard Drawings in Appendix A.
- B. As required by the Director of Public Works, all rights-of-way shall be cleared between the catch points of cuts or fills of the approved cross section. The entire right-of-way shall be cleared of all flammable brush, limbs, logs and stumps outside of slope limits to the full width of the right-of-way;
- C. When necessary for public convenience and safety, the review body may require pedestrian ways to permit access to cul-de-sacs, to pass through oddly shaped or unusually long blocks, or to provide access to schools, parks or other public or private areas. Pedestrian ways shall be no less than 10 feet in width with an improved surface no less than 8 feet in width, and shall be dedicated to the public.
- D. All development shall be designed and constructed in accordance with the Department of Public Works Standard Drawings, as may be revised.

**71.060 - IMPROVEMENTS OUTSIDE THE KLAMATH FALLS URBAN AREA**

The following improvements shall be required for all developments outside the Klamath Falls Urban Growth Boundary unless otherwise specified in an appropriate Urban Growth Area Management Agreement, and shall be provided at the expense of the developer:

- A. A minimum of roadways not less than 32 feet in width improved with gravel and drainage facilities as required by the Director of Public Works shall be provided where the average lot size of the development is not greater than 5 acres;
- B. A minimum of roadways not less than 32 feet with a traveled way of 22 feet improved gravel and drainage facilities as required by the Director of Public Works shall be provided where the average lot size of the development is greater than 5 acres;
- C. As required by the Director of Public Works, all rights-of-way shall be cleared between the catch points of cuts or fills of the approved cross section. The



entire right-of-way shall be cleared of all flammable brush, limbs, logs and stumps outside of slope limits to the full width of the right-of-way;

- D. All development shall be designed and constructed in accordance with the Department of Public Works Standard Drawings, as may be revised.

**71.070 - ROADWAY ALIGNMENT**

- A. The Director of Public Works shall review and approve all roadway alignments;
- B. All streets and roads shall be in alignment with existing streets and roads by continuation of the existing centerline or by connection with curves, unless otherwise specified by the Director of Public Works;
- C. The intersections of offset alignments shall be spaced not less than 100 feet apart, unless otherwise specified by the Director of Public Works.

**71.080 - ROADWAY INTERSECTION ANGLES**

The Director of Public Works shall review and approve all roadway intersections, and shall encourage intersection angles as near to 90 degrees as practicable with 50 foot tangent adjacent to the intersection based on topography and other relevant factors.

**71.090 - ROADWAY GRADES AND CURVES**

- A. Roadway grades shall not exceed:
1. 6 percent on major or arterial streets or roads;
  2. 10 percent on all other streets or roads.
- B. Centerline radii of curves shall not be less than:
1. 300 feet on major or arterial streets or roads;
  2. 200 feet on collector streets or roads;
  3. 100 feet on all other streets or roads.

### **71.100 - CUL-DE-SACS**

- A. The length of a cul-de-sac shall be measured along the centerline of the roadway from the right-of-way line to the farthest point of the cul-de-sac.
- B. All cul-de-sacs shall terminate with a circular turn around having a right-of-way not less than 50 feet radius and an improved turnaround of not less than 40 feet radius, unless otherwise specified in this code.
- C. In urban areas a cul-de-sac shall not exceed 500 feet in length or serve more than 18 dwelling units. The review body may require a pedestrian way or bikeway between the cul-de-sac and adjacent streets in order to enhance accessibility and connectivity. Pedestrian ways shall be no less than 10 feet in width with an improved surface no less than 8 feet in width, and shall be dedicated to the public.
- D. In rural areas, a cul-de-sac shall not exceed 700 feet in length, unless otherwise specified in this code.
- E. The maximum grade of a cul-de-sac turnaround shall not exceed 3%.

### **71.110 - EXISTING STREETS**

Whenever existing streets, whether adjacent to or within the development, are of inadequate width, the additional necessary right-of-way within the development boundary shall be dedicated at the time of the land division.

### **71.120 - RESERVE STRIPS AND STREET PLUGS**

Reserve strips or street plugs dedicated to Klamath County may be required by the appropriate review body or Director of Public Works in order to control access to adjoining property or prevent substandard road development.

### **71.130 - FUTURE STREET EXTENSIONS**

When necessary to permit appropriate future development of adjoining land, streets or roads may extend to the boundary of the development. Street and roads extending to the boundary of the development shall terminate with an improved vehicle turnaround not less than 40 feet radius, and shall require dedication of a street plug.

### **71.140 - HALF STREETS**

When necessary to permit appropriate future development of adjoining land, a half street may be approved by the Director of Public Works and the appropriate

review body. Reserve strips and street plugs may be required to achieve the purpose of this section.

**71.150 - BLOCKS**

- A. The length, width and shape of blocks shall be designed with regard to providing a safe and efficient layout of building sites when considering topography, access, circulation and safety.
- B. Blocks shall not exceed 1,320 feet when measured from road centerline to road centerline. In the Klamath Falls Urban Growth Area, block length shall not exceed 600 feet to improve connectivity for vehicular and non-vehicular traffic.

**71.160 - ACCESS PERMITS**

- A. Prior to the construction of any driveway or road which connects with a public or county road, a permit shall be obtained from the Director of Public Works.
- B. Prior to construction of any driveway or road which connects with a state highway, a permit shall be obtained from the State Highway Division.

**71.170 - UTILITY PLACEMENT IN RIGHT-OF-WAYS**

The location and installation of underground utilities, sewers, and drains installed below streets or roads shall be approved by the Director of Public Works. Installation shall be completed prior to road surfacing, and all individual service connections shall be of sufficient length that will obviate any need for street cuts when service connections are made.

**71.180 – MANUFACTURED/MOBILE HOME PARK STREETS**

The following roadway improvements shall be required for all Manufactured/Mobile Home Parks within Klamath County and shall be provided at the expense of the developer.

- A. Minimum street widths shall be in accordance with the appropriate state statutes.
- B. Streets shall have two sidewalks, each at least five feet in width, each with some form of either vertical or horizontal separation from the street.

**71.190 – NON-VEHICULAR ACCESS AND CIRCULATION**

- A. For new commercial, light industrial, and multi-family residential development, internal pedestrian circulation shall be provided through sidewalks and walkways/pathways, pursuant to the following standards:

1. Walkways shall be provided connecting building entrances and streets adjoining the site.
2. Connections shall be direct and driveway crossings minimized.
3. Walkways shall be at least five-feet-wide, raised, include curbing, or have different paving material when crossing driveways.
4. Pedestrian connections to adjoining properties shall be provided except where such a connection cannot be accommodated due to topographical constraints or where existing development on adjacent sites preclude connections. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property.

B. Transit Access. New commercial and light industrial buildings within 600 feet of an existing or planned transit facility, as identified in the Urban Area TSP, shall provide for pedestrian access to transit through the following measures:

1. Either locate buildings within 20 feet of the transit facility, a transit street, or an intersecting street or provide a pedestrian plaza at the transit facility or a street intersection;
2. Provide a reasonably direct pedestrian connection between the transit facility and building entrances on the site;
3. Provide a transit passenger landing pad accessible to disabled persons;
4. Provide an easement or dedication for a passenger shelter if requested by the transit provider; and
5. Provide lighting at the transit facility.

#### **71.200 – TRAFFIC IMPACT STUDY**

A. A traffic impact study shall be developed by a Professional Engineer under any of the following conditions:

1. The proposed development generates 50 or more peak-hour trips or 500 or more daily trips.
2. An access spacing exception is required for the site access driveway(s) and the development generates 25 or more peak-hour trips or 250 or more daily trips.

3. The proposed development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the peak operating hour.
  4. The proposed development is expected to significantly impact adjacent roadways and intersections that have previously been identified as high crash locations or areas that contain a high concentration of pedestrians or bicyclists such as school zones.
  5. Major construction projects anticipated to have temporary traffic impacts or cause disproportionate damage on existing infrastructure, as determined by the Public Works Director.
- B. Submittal requirements: The study shall include the following minimum requirements:
1. The analysis shall include alternates other than what the developer originally submits as a proposal for access.
  2. The analysis of alternate access proposals shall include:
    - a. Existing daily and appropriate design peak hour counts, by traffic movements, at intersections that would be affected by traffic generated by the development.
    - b. Projected daily and appropriate design peak hour volumes for these same intersections and at the proposed access points after completion of the development. If the development is to be constructed in phases, projected traffic volumes at the completion of each phase shall be determined.
    - c. Trip Generation shall be calculated using the Institute of Transportation Engineers' manual "Trip Generation – 5<sup>th</sup> Edition" or other, more current, and/or applicable information.
    - d. A determination of the need for a traffic signal based on warrants in the "Manual on Uniform Traffic Control Devices".
  3. The internal circulation of parking lots must be analyzed to the extent that it can be determined whether the points of access will operate properly.
  4. An analysis of the impacts to neighboring driveway access points and adjacent streets affected by the proposed new development driveways.
  5. A discussion of bike and pedestrian use and the availability of transit to serve the development.

6. The recommendations made in the report shall be specific and based on a minimum level of service when the development has been completed. As an example, if a traffic signal is recommended, the recommendations should include the type of traffic signal control and what movements should be signalized. If a storage lane for right turns or left turns is needed, the recommendations should include the amount of storage needed. If several intersections are involved for signalization, and an interconnected system is considered, specific analysis should be made concerning progression of traffic between intersections.
- C. Review criteria and procedure. The following criteria should be used in reviewing a transportation impact analysis:
1. The road system is designed to meet the projected traffic demand at full buildout.
  2. Proposed driveways do not adversely affect the functional characteristics of the surrounding roadways.
  3. Adequate intersection and stopping sight distance is available at all driveways.
  4. Proposed driveways meet the County's access spacing standard or sufficient justification is provided to allow a deviation from the spacing standard.
  5. Opportunities for providing joint or crossover access have been pursued.
  6. The site does not rely upon the surrounding roadway network for internal circulation.
  7. The road system provides adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
  8. A pedestrian path system is provided that links buildings with parking areas, entrances to the development, open space, recreational facilities, and other community facilities in accordance with the state Transportation Planning Rule.
- D. Conditions of Approval. As part of every land use action, Klamath County and the City of Klamath Falls, and ODOT (if access to a state roadway is proposed) will be required to identify conditions of approval needed to meet operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Conditions of approval that may apply include:
1. Crossover easement agreements for all adjoining parcels to facilitate future access between parcels.

2. Conditional access permits for new developments which have proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing access driveways.
3. Right-of-way dedications for future planned roadway improvements.
4. Half-street improvements along site frontages that do not have full-buildout improvements in place at the time of development.

## **ARTICLE 72 STREET NAMES, NUMBERS AND SIGNS**

### **72.010 - STREET NAMES**

Except for extensions of existing streets or roads, no street name shall be used which is the same as, similar to, or pronounced the same as any existing streets or road in Klamath County.

### **72.020 - STREET NUMBERS**

Street names and numbers shall conform to the established pattern for street numbers in Klamath County, and must be reviewed and approved by the Director of Public Works.

### **72.030 - STREET SIGNS**

The developer shall deposit with the County, funds determined by the Director of Public Works to be sufficient to cover both the cost of materials and the cost of installation of street signs. Street signs shall be installed by the County.



## **ARTICLE 73 SITE DRAINAGE**

### **73.010 - PURPOSE**

Standards and criteria for site drainage provide for the design of projects so as to minimize the harmful effects of storm water runoff and resultant inundation and erosion from projects, and to protect neighboring downstream and downslope properties from drainage impacts.

### **73.020 - DRAINAGE PLAN REQUIREMENTS**

A drainage plans may be required by the Planning Director or the Director of Public Works for any development or land use which:

- A. Involves a land disturbance through grading, excavation or paving on lands with slopes in excess of 10 percent;
- B. Involves a land disturbance through grading, excavation or paving of an area that might reasonably be expected to impact drainageways;
- C. Involves a proposal that will create impervious surfaces of such extent that might reasonably be expected to impact drainageways;
- D. Involves land subject to local ponding due to soil or topographic conditions; or
- E. Involves land located in an area with a history of flooding, or may be subject to flooding.

### **73.030 - DRAINAGE PLAN PREPARATION**

Drainage plans shall be neatly and accurately drawn, at a scale that will enable easy identification of required information. The Director of Public Works may require plans to be prepared by a Registered Civil Engineer.

- A. A drainage plan shall include the following information:
  - 1. Flow lines of surface waters onto and off the site;
  - 2. Existing and proposed contours at 2 foot intervals;
  - 3. Location and amount of cuts, fills or contouring;
  - 4. Existing and proposed drainage ways;
  - 5. Building corner and street elevations for existing and proposed improvements;
  - 6. Existing and proposed retaining walls;
  - 7. The location and design of facilities for storage or conveyance of surface water runoff; and
  - 8. Estimates of existing and proposed runoff on the site.

B. Engineered Drainage Plans shall include an evaluation of the effects of projected runoff on adjacent properties and existing drainageways.

**73.040 - DRAINAGE PLAN REVIEW**

The Director of Public Works shall review each drainage plan and recommend appropriate measures to the appropriate review body. The Director of Public Works may require the installation or construction of certain improvements as required to prevent adverse runoff. The Director of Public Works may enter into an agreement with the developer for the installation of improvements pursuant to Article 15.

**73.050 - DRAINAGE SYSTEM STANDARDS**

Drainage systems and facilities required by the Director of Public Works shall be designed and constructed according to standards determined by the Director of Public Works.

**ARTICLE 74**  
**URBAN AREA AND RURAL SERVICE CENTER WATER,  
SEWER AND FIRE PROTECTION SERVICE**

**74.010 - WATER SERVICE**

- A. Development within urban areas shall be served by a central public domestic water supply system or by a central private water supply corporation which has been certified by the County Health Department or the Oregon Health Division as adequate to provide for the health and sanitation needs of the area.
- B. Private water supply systems shall conform to the service standards of the preferred provider as identified in the respective Urban Growth Area Management Agreement.
- C. Fire hydrants shall be required, and shall meet the standards of the preferred provider.

**74.020 - SEWER SERVICE**

- A. Development within urban areas shall be served by a public sewage disposal system or by a private sewage service district or corporation which has been approved by the Oregon Department of Environmental Quality as adequate to provide for the health and sanitation needs of the area.
- B. Sewer Systems shall be installed in accordance with state and federal requirements, and must conform to the service standards of the preferred provider as identified in the respective Urban Growth Area Management Agreement.

**74.030 - SERVICE WITHIN WATER OR SEWER DISTRICTS**

In addition to other requirements specified in this article, new development within an existing water or sewer district shall meet the requirements of the preferred provider with respect to the provisions of water and sewer service.

## **ARTICLE 75 RURAL AREA WATER AND SEWER SERVICE**

### **75.010 - WATER SERVICE**

- A. Development in rural areas may utilize either a central water supply system or an individual or shared water system, such as wells, springs, surface water, or cisterns – at the option of the developer. Any water service must be legal and obtain approval from the appropriate agency, as required by law.
- B. Central water systems to any development must be certified by the County Health Department or Oregon Health Division as adequate to provide for the health and sanitation needs of the area.
- C. New developments not providing a central water system shall submit a written hydrology report prepared by a registered engineer at the time of submittal of a preliminary subdivision plat or planned unit development concept plan. The hydrology report shall document the quantity and quality of water in the vicinity based on the general history of wells in the area.

### **75.020 - SEWER SERVICE**

Subdivisions or other developments in rural areas may use central sanitary sewer systems or on-site septic systems as provided for in the following manner:

- A. A certification by a city-owned sewage disposal system or by a privately owned sewage disposal system that is subject to regulation by the Oregon Public Utility Commission that sewage disposal will be available to the lot line of each lot depicted on a subdivision plat or other development plan; or
- B. A bond, contract or other assurance by the developer to the city or county that a sewage disposal system will be installed by or on behalf of the developer to the lot line of each lot depicted on a subdivision plat or other development plan. The amount of such bond, contract or other assurance shall be determined by a registered professional engineer, and shall be subject to any change in such amount as the city or county considers necessary; or
- C. In lieu of subsections A and B of this section, a statement that no sewage disposal facility will be provided to the purchaser of any lot depicted on a subdivision plat or other development plan, where the Klamath County Department of Health Services or Oregon Department of Environmental Quality has approved method of sewage disposal for the subdivision or development in its evaluation report described in ORS Chapter 454. A copy of any such statement, signed by the developer and endorsed by the city or county shall be filed by the developer with the Real Estate Commissioner and shall be included in the public report made for the subdivision or development under ORS Chapter 92.

**75.030 - SERVICE WITHIN WATER OR SEWER DISTRICT**

In addition to other requirements specified in this article, new development within an existing water or sewer district shall meet the requirements of the preferred provider with respect to the provision of water or sewer service.

## **ARTICLE 76 UTILITIES**

### **76.010 - UTILITIES IN URBAN AREAS**

On-site utility service connections in urban areas shall be installed in accordance with the appropriate standards of the preferred service provider.

### **76.020 - UTILITIES IN RURAL AREAS**

On-site utility service connections in rural areas shall be installed in accordance with the appropriate standards of the preferred service provider.

### **76.030 - UTILITY EASEMENTS**

Easements for sewers, storm drainage, water mains, electrical lines or other public utilities shall be dedicated wherever necessary. Easements shall be a minimum of 16 feet in width and centered on rear or side lot lines except for tieback easements which shall be 6 feet wide by 20 feet along side lot lines at change of direction points of easements.

## **ARTICLE 77 SOLID WASTE**

### **77.010 - APPLICATION**

Within the Klamath Falls Urban Growth Area all uses which create a need for solid waste or recycled material collection shall conform to the standards of this article.

### **77.020 - COLLECTION STANDARDS**

- A. Outdoor solid waste or recycled material collection areas which utilize dumpsters or other containers with a total capacity greater than 66 gallons shall be screened from view from a public street or adjoining property.
- B. The receptacle(s) for solid waste or recycled material collection shall be containerized and covered.
- C. The contractual arrangement for collection shall provide for keeping the immediate areas surrounding the collection site clean and free of debris.