



# Oregon

Theodore R. Kulongoski, Governor

## Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2524

Phone: (503) 373-0050

First Floor/Coastal Fax: (503) 378-6033

Second Floor/Director's Office: (503) 378-5518

Web Address: <http://www.oregon.gov/LCD>

### NOTICE OF ADOPTED AMENDMENT

July 3, 2006



TO: Subscribers to Notice of Adopted Plan  
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Myrtle Creek Plan Amendment  
DLCD File Number 001-00

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures\*

#### **DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: July 17, 2006**

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

**\*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist  
John Renz, DLCD Regional Representative  
Eric Jacobson, DLCD Transportation Planner  
Lisa Hawley, City of Myrtle Creek

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FORM 2

**D L C D NOTICE OF ADOPTION**

**DEPT OF**

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18

JUN 27 2006

(See reverse side for submittal requirements)

**LAND CONSERVATION  
AND DEVELOPMENT**

Jurisdiction: City of Myrtle Creek Local File No: TSP-04  
(if no number, use none)

Date of Adoption: June 20, 2006 Date Mailed: June 26, 2006  
(Must be filled in) (Date mailed or sent to DLCD)

Date the Notice of Proposed Amendment was mailed to DLCD: September 1, 2005

Comprehensive Plan Text Amendment     Comprehensive Plan Map Amendment  
 Land Use Regulation Amendment     Zoning Map Amendment  
 New Land Use Regulation     Other: \_\_\_\_\_  
(Please Specify Type of Action)

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached."

Adoption of the City of Myrtle Creek Transportation System Plan

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice of the proposed amendment, write "N/A."

Original draft of TSP was modified to clarify text or implement changes required by DLCD.  
Primary change/revision was to remove proposed Comprehensive Plan and Ordinance  
amendments from Chapter 9 of the draft TSP and to adopt separately but concurrently with TSP.  
Modified draft of TSP will be included in final TSP as a support document.

Plan Map Changed From: \_\_\_\_\_ to \_\_\_\_\_

Zone Map Changed From: \_\_\_\_\_ to \_\_\_\_\_

Location: \_\_\_\_\_ Acres Involved: \_\_\_\_\_

Specify Density: Previous: \_\_\_\_\_ New: \_\_\_\_\_

Applicable Statewide Planning Goals: Goal 12

Was an Exception Adopted? Yes: \_\_\_ No: X

=====  
DLCD File No: 001-00(10484)

Did the Department of Land Conservation and Development **receive** a Notice of Proposed Amendment **FORTY- FIVE (45) days prior to the first evidentiary hearing?** Yes: X No:   

If no, do the Statewide Planning Goals apply? Yes:    No:   

If no, did The Emergency Circumstances Require immediate adoption? Yes:    No:   

Affected State or Federal Agencies, Local Government or Special Districts: City of Myrtle Creek, Douglas County, Oregon Department of Transportation

Local Contact: Steven M. Johnson, Public Works Director or Lisa Hawley, Staff Planner

Area Code + Phone Number: (541) 863-3171

Address: PO Box 940 City: Myrtle Creek, Oregon Zip Code + 4: 97457

Fax Number: (541) 863-6851 Email Address: Sjohnson@ci.myrtle-creek.or.us

lahawley@co.douglas.or.us

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### **ADOPTION SUBMITTAL REQUIREMENTS**

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18.

1. **Send this Form and TWO (2) Copies of the Adopted Amendment to:**

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

2. Submit **TWO (2) copies** of the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. **Please Note:** Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.
6. In addition to sending "Notice of Adoption" to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need more copies?** You can copy this form on to 8½ x 11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or email your request to [Larry.French@state.or.us](mailto:Larry.French@state.or.us) - **ATTENTION: PLAN AMENDMENT SPECIALIST.**

**CITY OF MYRTLE CREEK  
ORDINANCE NO. 747**

AN ORDINANCE ADOPTING THE MYRTLE CREEK TRANSPORTATION SYSTEM PLAN, AND AMENDING ORDINANCE NO. 508, THE MYRTLE CREEK ZONING ORDINANCE, ORDINANCE NO 469, THE MYRTLE CREEK SUBDIVISION ORDINANCE AND THE COMPREHENSIVE PLAN FOR THE CITY OF MYRTLE CREEK, ORDINANCE NO. 513.

**WHEREAS**, the City of Myrtle Creek needs to meet the requirements of Statewide Planning Goal 12 and its implementing division, the Transportation Planning Rule (OAR Chapter 660, Division 12); and

**WHEREAS**, the proposed amendments provide and encourage a safe, convenient and economic transportation system; and

**WHEREAS**, the Transportation System Plan (TSP) was developed through a series of technical analyses combined with systematic input and review by the Transportation Advisory Committee, a local stakeholder group, ODOT, Douglas County and the public; and

**WHEREAS**, the Planning Commission conducted a public hearing on the question of amending the Zoning, Subdivision and Comprehensive Plan Ordinance on December 19, 2005, and provided an opportunity for public participation in the matter; and

**WHEREAS**, a notice of Proposed Amendment for the Proposed TSP was mailed to the Department of Land of Conservation and Development (DLCD) on September 1, 2005. DLCD responded by letter on October 6, 2005 and March 28, 2006. In its responses, DLCD identified a number of compliments, comments and compliance recommendations to improve the TSP. TSP amendments were modified, in part, to address these DLCD comments; and

**WHEREAS**, the Planning Commission conducted a workshop on April 25, 2006 to review the proposed TSP and subsequently forwarded to the City Council a recommendation that the zoning, subdivision and comprehensive plan amendments which implement the components of the TSP be adopted by the City Council; and

**WHEREAS**, the City Council conducted a public hearing on the zoning, subdivision and comprehensive plan amendments on May 16, 2006 and provided an opportunity for public participation in the matter and hereby adopts the proposed Legislative Amendments;

**NOW THEREFORE, the City of Myrtle Creek ordains as follows:**

**Section 1. Transportation System Plan.** The TSP is hereby adopted to the extent described on attached exhibit A. The TSP shall be made part of the Myrtle Creek Comprehensive Plan, but shall be maintained as a separate document.

**Section 2. Zoning Ordinance/Subdivision Ordinance and Comprehensive Plan Amendments.**

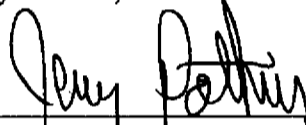
The official City of Myrtle Creek Zoning Ordinance, Subdivision Ordinance and Comprehensive Plan are hereby amended to extent described on attached Exhibit A (Zoning Ordinance, Subdivision Ordinance and Comprehensive Plan Amendments).

**Section 3. Effective Date**

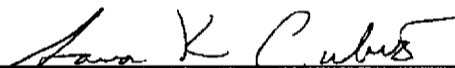
This Ordinance shall take effect on the 30<sup>th</sup> day following its enactment

**PASSED** by the City Council this 16<sup>th</sup> day of May, 2006

**APPROVED** by the City Council this 20<sup>th</sup> day of June, 2006

  
\_\_\_\_\_  
Jerry Pothier, Mayor

Attest:

  
\_\_\_\_\_  
Aaron K. Cubic, Administrator/Recorder



## CITY OF MYRTLE CREEK

207 NW PLEASANT, P.O. BOX 940, MYRTLE CREEK, OR 97457  
PHONE 541-863-3171, FAX 541-863-6851  
[WWW.MYRTLECREEK-OREGON.ORG](http://WWW.MYRTLECREEK-OREGON.ORG)

May 11, 2006

### STAFF REPORT

TO: Myrtle Creek City Council

FROM: Myrtle Creek Planning Department *Ch*

RE: Proposed Legislative Review of the "City of Myrtle Creek Transportation System Plan" (TSP)

On May 16, 2006, the City Council is scheduled to conduct a public hearing for legislative review of the "City of Myrtle Creek Transportation System Plan" (TSP), including adoption of proposed legislative amendments to the City of Myrtle Creek Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance to implement the components of the TSP.

The Planning Commission previously forwarded a favorable recommendation to the City Council of the December 2005 Draft of the City of Myrtle Creek TSP at their meeting on December 19, 2005. Following that hearing, planning staff reviewed the proposal, and suggested clarification, reorganization and simplification of the December 2005 Draft TSP prior to its adoption by the City. As a result, the City Council did not adopt the TSP at its meeting on December 20, 2005.

By its nature, the December 2005 Draft TSP is a regulatory document. Over the last couple months, planning staff has reviewed the Draft TSP and tried to reduce or deregulate any unnecessary regulations, and wherever possible, simplify the processes to make the new document as useful as possible for the City. As a result, there are a few changes in the main portion of the Draft TSP to clarify text or implement changes required by the Department of Land Conservation and Development (DLCD). The primary changes and revisions remove the proposed Plan and Ordinance amendments from Chapter 9 of the Draft TSP and make them a separate document to be adopted separately from, but concurrently with, the Draft TSP.

Upon review, planning staff determined that adoption of the proposed legislative amendments to implement the components of the TSP will not require Measure 56 notification under ORS 227.186 at this time. Measure 56 notice is not required since it appears the proposed transportation amendments, with the exception of the amendments related to the Myrtle Creek Municipal Airport, will not limit nor prohibit land uses previously allowed in the affected zones within the City.

TSP Staff Report/CITY COUNCIL

Page 2

May 11, 2006

The only transportation items not being adopted at this time are the proposed Comprehensive Plan findings and policies and Ordinance amendments related to the proposed Airport Overlay Zone for the Myrtle Creek Municipal Airport. The adoption of these items is being deferred until the City's 2006 Fall Legislative Plan Amendments. The reason for the deferral is based primarily upon the City's pending request for extension of the runway, needed coordination and mitigation with affected agencies and the Cow Creek Band of Umpqua Tribe of Indians over the new interchange expansion (Weaver Bridge project), and the desire not to duplicate required notice processes for Measure 56. In the upcoming months, the City will be coordinating with Douglas County, ODOT and other agencies about adoption of new Interchange Area Management Plans. Any future Measure 56 notification can be coordinated and completed at that time to ensure compliance with ORS 227.186 for the new legislative amendments affecting the airport.

On April 25, 2006, the Planning Commission conducted a workshop about the proposed revisions and made another favorable recommendation to the City Council for adoption of the revisions to the Draft TSP and the proposed legislative amendments. Attached are copies of affected pages from the main text of the December 2005 Draft TSP, with changes or amendments highlighted in yellow. Attached is also a booklet listing the proposed legislative amendments to the Myrtle Creek Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance that will implement the components of the TSP.

As a note, a copy of the draft December 2005 City of Myrtle Creek TSP will be included with the final draft of the legislative amendments as a support document. Since this large document is over 150 pages, it has not been included for your review. If you would like to review a copy, please contact the Planning Department to review the copy on file at the office. A copy is also available at City Hall for review by the public.

List of attachments (amended text from Draft TSP with changes highlighted in yellow):

- ✓ Chapter 6: Table 6-2. New Projects
- ✓ Chapter 7: Page 7-4 TSP Functional Classifications and Standards, 1<sup>st</sup> paragraph & table
- ✓ Page 7-5 Future Street Plan, 2<sup>nd</sup> paragraph
- Page 7-6 Street Projects, 3<sup>rd</sup> paragraph
- Pages 7-8 & 7-9 Table showing prioritization of projects
- ✓ Chapter 8 Page 8-10 System Development Charges, 2<sup>nd</sup> paragraph
- ✓ Chapter 9 Replacement Text, proposed amendments removed to be adopted separately

Table 6-2. New Projects

Project Characteristics												
Roadway or Intersection	Location	Project #	Timeframe	Pavement Rehabilitation	Pavement Reconstruction	Street Connectivity	Capacity Increase	Upgrade	Safety Improv.	Adds Sidewalk	Adds Bike Lanes	Description
1 <sup>st</sup> Ave.	Main St. to Hall St.	1	S	X								City is applying for overlay grant.
1 <sup>st</sup> Ave.	Hall St. to Division St.	2	M					X		X		Upgrade road section, add sidewalk.
3 <sup>rd</sup> Ave. / Main St.	Intersection	3	L				X					Install traffic signal.
Ardis Ave.	Old Pacific Hwy. to Meadowlark Ave.	4	L							X		Construct sidewalk on both sides.
Cedar Ave.	Rice St. to Division St.	5	M							X		Construct sidewalk on west side.
Chadwick Ln. / Old Pacific Hwy.	Intersection	6	M				X		X			Install traffic signal.
Chadwick Ln.	Elementary School to Old Pacific Hwy.	7	M							X		Construct sidewalk on south side. Also on north side where needed.
Chadwick Ln.	Old Pacific Hwy. to Indian Ln.	8	M							X		Construct sidewalk both sides.
Christian St.	Spruce to Douglas	9	L							X		Construct sidewalk on both sides.
Division St./ North Myrtle Rd.	Intersection	10	L				X		X	X	X	Reconstruct intersection. Install traffic signal, add bike lanes, sidewalk.
Division St.	Orchard Dr. to N. Myrtle Dr.	11	L									Remove on-street parking and add bike lanes.
Division St.- S. Myrtle Rd.	North Myrtle Rd. to Perkins Ave.	12	L					X		X	X	Upgrade road section and widen if needed to add bike lanes and sidewalk.
Division St. - S. Myrtle Rd.	Perkins Ave. to City Limits	13	L					X		X	X	Upgrade road section and widen if needed to add bike lanes and sidewalk.
Elinor St. Ext.	Continue to Lillian St.	14	M			X				X		New Local
Fir Street Ext.	Continue to Days Creek Cut Off*	15	M			X	X					New Minor Collector, Recommended*
Forest Ln. Ext.	Riverside Dr. to Days Creek Cutoff Rd.*	16	L			X				X	X	Construct new Minor Collector, Recommended*
Hall St.	3 <sup>rd</sup> Ave. to 1 <sup>st</sup> Ave.	17	L							X		Construct sidewalk on both sides.



## Project Characteristics

Roadway or Intersection	Location	Project #	Timeframe	Pavement Rehabilitation	Pavement Reconstruction	Street Connectivity	Capacity Increase	Upgrade	Safety Improv.	Adds Sidewalk	Adds Bike Lanes	Description
Indian Ln.	Chadwick Ln. to Arrow Way	18	L								X	Construct sidewalk on both sides.
Johnson St.	Spruce Ave. to Neal Ln.	19	S	X						X		Pavement rehabilitation. Construct sidewalk where needed, both sides.
Laurance St.	Spruce Ave. to North Myrtle Rd.	20	L		X			X		X		Reconstruct street. Existing pavement section is 2" asphalt over dirt. Construct sidewalk on both sides.
Lillian St.	Spruce Ave. to North Myrtle Rd.	21	L					X		X		Construct sidewalk on both sides.
Lisa Way Ext.	Existing end to Cerrito Ct.	22	L			X				X		New Local
Madrona Dr.	Spruce Ave. to North Myrtle Rd.	23	L							X		Construct sidewalk on both sides.
Main St.	South Umpqua bridge to 4 <sup>th</sup> Ave.	24	L		X			X		X	X	Upgrade road section, re-pave, provide 2 lanes, bike lanes and sidewalks.
Meadowlark Ave.	Ardis Ave. to Cordelia Dr.	25	L							X		Construct sidewalk where needed, both sides.
North Myrtle Rd.	City limits to Laurance St.	26	L					X		X		Construct sidewalk on both sides.
North Myrtle Rd.	Laurance St. to Division St.	27	L					X		X		Construct sidewalk on both sides.
Neal Ln.	Division St. to Riverside Dr.	28	L							X	X	Construct sidewalk on west side. Remove parking on east side and stripe bike lanes.
Neal Ln.	Riverside Dr. to Days Creek Cutoff Rd.	29	S				X	X		X		Upgrade and widen road section, construct sidewalk on both sides.
Neal Ln. Ext.	Division St. to North Myrtle Rd./Laurance St.	30	L			X				X	X	New Minor Collector with bike lanes.
Norton Ln.	Old Pacific Hwy. to UGB	31	L					X		X		Upgrade road section and provide sidewalks.
Old Pacific Hwy.	Riverside Dr. to Ardis Ave.	32	M				X			X	X	Upgrade road section and widen to provide 3 lanes, bike lane, sidewalk.
Old Pacific Hwy.	Ardis Ave. to Plaza Dr.	33	M				X			X	X	Upgrade road section and widen to provide 3 lanes, bike lane, sidewalk.
Old Pacific Hwy.	Plaza Dr. to approx. Weeks Rd.	34	M				X			X	X	Upgrade road section and widen to provide 3 lanes, bike lane, sidewalk.

## Project Characteristics

Roadway or Intersection	Location	Project #	Timeframe	Pavement Rehabilitation	Pavement Reconstruction	Street Connectivity	Capacity Increase	Upgrade	Safety Improv.	Adds Sidewalk	Adds Bike Lanes	Description
Old Pacific Hwy.	Creek crossing to Chadwick Ln.	35	M				X			X	X	Upgrade road section and widen to provide 3 lanes, bike lane, sidewalk.
Old Pacific Hwy.	Chadwick Ln. to Midway St.	36	M				X			X	X	Upgrade road section and widen to provide 3 lanes, bike lane, sidewalk.
Old Pacific Hwy.	Midway St. to Gael Ln.	37	M				X			X	X	Upgrade road section and widen to provide 3 lanes, bike lane, sidewalk.
Orchard Dr.	Craig St. to Rice St.	38	L							X		Construct sidewalk on east side.
Orchard Dr.	Rice St. to Heard St.	39	L							X		Construct sidewalk on west side.
Perkins Ave. Ext.	Division St. to Neal Ln. Ext.	40	L			X				X		New Necessary Local
Plaza Dr.	Old Pacific Hwy. to Cordelia Dr.	41	L							X		Construct sidewalk where needed on south side.
Redwood Ave. Ext.	Existing end to Myrtle View Dr. / Neal Ln.	42	L			X				X		New Necessary Local
Rice St.	Bataan Ave. to Cedar Ave.	43	M							X		Construct sidewalk on south side.
Riddle Bypass Rd. / Old Pacific Hwy.	Intersection	44	L		X		X		X			Install illumination and reconstruct intersection to have a curve between the west and north legs.
Riddle Bypass Rd.	Interchange 103 to Old Pacific Hwy.	45	L				X			X	X	Upgrade road section and widen add bike lanes and sidewalk.
Riverside Dr./ Main-Old Pacific	Intesection	46	M						X	X		Reconstruct intersection and install signal. Add turn lanes, bike lanes, and sidewalk.
Riverside Dr. at Fire Station	-	47	L				X		X			Install Emergency Vehicle Signals
Riverside Dr.	Main St. to Days Creek Cutoff	48	L				X		X	X	E	Upgrade road section and widen if needed to maintain bike lanes and add sidewalk.
Riverside Dr.	Days Creek Cutoff to Neal Ln.	49	L				X		X	X	E	Upgrade road section and widen if needed to maintain bike lanes and add sidewalk.

## Project Characteristics

Roadway or Intersection	Location	Project #	Timeframe	Pavement Rehabilitation	Pavement Reconstruction	Street Connectivity	Capacity Increase	Upgrade	Safety Improv.	Adds Sidewalk	Adds Bike Lanes	Description
Riverside Dr.	Neal Ln. to Forest Ln.	50	L				X		X	X	E	Upgrade road section and widen if needed to maintain bike lanes and add sidewalk.
Simpson Ln.	Neal Ln. to Cherie Way	51	S		X			X		X		Reconstruct pavement and upgrade road section, add sidewalk where needed on both sides.
Spruce Ave. Ext.	Howland St. to Riverside Dr.	52	L			X				X		New Minor Collector and bridge over Myrtle Creek. Connection to Fire Department.
Tri-City Collector	Norton Ln. to Gael Ln.	53	L			X				X	X	New Minor Collector where needed. Construct sidewalks where needed.
Unnamed Local	Simpson Ln. to Lisa Way Ext.	54	L			X				X		New Necessary Local
Unnamed Local	Woodcrest Dr. to Victor St.	55	L			X						New Necessary Local
Valley Dr.	Gael Ln. to Grant	56	L							X		Construct sidewalk on both sides.
Victor St. Ext.	Old Pacific Hwy to Victor	57	L			X				X		New Local
Walnut St.	Old Pacific Hwy. to Arburnia St.	58	L				X			X		Upgrade road section and provide sidewalks.
Wecks Rd.	Old Pacific Hwy. to Victor St.	59	L							X		Construct sidewalk on both sides.

## Notes:

E – Existing

X – Project adds this feature

S – Short Term (1-5 years)

M – Medium Term (6-10 years)

L – Long Term (11-20 years)

\*Projects 15 and 16 are recommended only. Cannot be programmed until UGB is expanded, or a goal exception is granted; ~~should be co-adopted by Douglas County for incorporation into their TSP.~~

The new Myrtle Creek street standards provide additional functional classifications and more detail regarding cross section design. (See Table 7-3 below.) The TSP provides separate standards for arterials within and outside of the central business district (CBD). It also differentiates between major and minor collector and local streets. The new standards clarify requirements for travel lanes, on-street parking, bike lanes, and sidewalks, and planting strips. Planting strips may be added, but are not required to be installed.

**TABLE 7-3.**  
**2005 TSP Myrtle Creek Street Standards**

<b>Classification</b>	<b>Pavement Width (feet)</b>	<b>Number of Lanes</b>	<b>On-street Parking</b>	<b>Bike Lanes (feet)</b>	<b>Sidewalk Width (feet)</b>	<b>Planting Strip (feet)</b>
Arterial	48	3 (2 + 1 TWLTL <sup>1</sup> )	None	6 - both sides	5 - both sides	<del>8 - both sides</del>
Arterial (CBD)	46	2	8 - both sides	None	8 - both sides	None
Major Collector	46	2	8 - one side	6 - both sides	5 - both sides	<del>8 - both sides</del>
Minor Collector	40	2	8 - both sides	None	5 - both sides	<del>8 - one side</del>
Necessary (Major) Local	36	2	8 - both sides	None	5 - both sides	<del>8 - both sides</del>
Local <sup>2</sup>	28	<del>1 - 20'</del> <u>2 - 10'</u> Travelways	8 - one side	None	5 - both sides	<del>8 - one side</del>

1. TWLTL = two-way, left-turn lane.

2. 28' may be allowed when the street is <2,400 feet in length and cannot be extended.

**Figures 7-1 through 7-4** show cross-sections of the Myrtle Creek street standards for this plan. The City of Myrtle Creek believes that street standards play an important role in maintaining livability and functionality of their semi-rural community. Narrow street standards are seen as inconsistent with the lifestyle and character of the community. Maintaining width of local streets is also important for emergency access. **Figures 7-5 and 7-6** show cross sections for Douglas County street standards based on Chapter 4 of the Land Use and Development Ordinance. These Douglas County standards have not changed from **Table 7-2** and will continue to apply to streets in the Tri City area.

It should be noted that although the functional classification for Old Pacific Highway is an Urban Collector within Tri City, and a City Arterial within Myrtle Creek, the two classifications are compatible. This is because the Douglas County Major Collector classification allows for a street design that is compatible with the more prescribed, City Non-CBD Arterial standard.

### **Pavement Design**

Pavement design standards address the material type and depth of the various roadway layers (e.g., pavement surface, base rock, etc.). Pavement design is sensitive to key design parameters such as heavy truck volumes, environmental conditions, and soil conditions. Pavement designs may differ based on many variables including the types of materials used, the design truck volumes to be served, and the desired pavement design life. Because of greater traffic volumes, and specifically truck volumes, state highways (e.g. arterials) would be expected to have a thicker section than paved or gravel county roadways.

As a planning document, the development of detailed pavement design standards is outside the scope of this TSP. Development of such standards constitutes a separate and detailed evaluation. Detailed pavement designs may follow procedures outlined in the 1993 AASHTO Guide for Design of Pavement Structures published by the American Association of State Highway Transportation Officials or the 1998 Asphalt Paving Design Guide published by the Asphalt Pavement Association of Oregon.

### **Future Street Plan**

A Future Street Plan shows where future streets will be constructed to maximize circulation and the functional classifications that will apply to those new streets and to existing streets. Circulation can be improved with construction of future streets that close gaps and provide alternate routes to existing streets. The functional classifications will promote efficient circulation by ensuring roadways are designed to serve the appropriate needs of an interconnected street network. (See **Figure 7-7: Future Street Plan and Functional Classifications Map.**)

Existing gaps in the system are largely due to natural features such as the North Myrtle Creek and South Myrtle Creek and steep slopes to the south, the east, and north of the community. Consequently, even with implementation of this plan, some gaps in circulation will remain. Future streets that will provide major improvements in connectivity include: the north-south minor collector east of Old Pacific Highway, the new connection between Fir Street and Days Creek Cutoff Road, a new Spruce Avenue bridge, the Forest Avenue to Days Creek Cutoff Road connection, and a new Weaver Road bridge. Although the Fir Street to Days Creek Cutoff Road and Days Creek Cutoff Road to Forest Avenue projects would improve connectivity, these occur outside of the City's adopted urban growth boundary. Therefore, these projects are currently recommended and will not be implemented by the City until the urban growth boundary is expanded to include their locations or a land use goal exception is granted. The future street connections will improve circulation for bicycle, pedestrian, and public transportation, as well as motorized vehicles. These future planned projects outside of the UGB should be co-adopted by Douglas County to be incorporated into the County's Transportation System Plan.

### **Street Projects**

The Myrtle Creek/Tri City roadway system plan encompasses all of the roadway and bridge projects identified to date by Myrtle Creek, Douglas County and ODOT over the 20-year planning horizon. It provides a consolidated list of the many projects that have been identified by various sources. The primary sources of identified roadway and bridge projects include ODOT's Statewide Transportation Improvement Program, the Douglas County Capital Improvement

Program, and input from the City of Myrtle Creek, public involvement process, the Technical Advisory Committee and technical analysis.

Projects identified under ODOT's STIP and the Douglas County CIP are already funded and scheduled to be constructed, and are included in the 20-year transportation project list. Projects identified through the TSP public involvement process were evaluated in Chapter 6.

The TSP projects are listed by the likely timeframe for implementation: Short Term (0-5 years), Medium Term (6-10 years), or Long Term (11-20 years) implementation. The timing of these projects is based on need and funding. It is an estimate and may change to reflect revised priorities, new development pressures, and funding availability. Two road extension projects include improvements outside of the UGB. Therefore these projects are recommended, logical extensions to the planned roadway network; they are not, however, planned facilities within this TSP. Land use decisions to authorize these planned facilities or improvements would need to occur as part of a subsequent UGB expansion or exception process. These future projects outside the UGB should be co-adopted by Douglas County to be incorporated into the County's TSP. Therefore, these projects will not be completed by the City unless the UGB is moved, regardless of the timeline presented. The following sections outline the identified projects from the sources listed above. Cost estimates for each of these projects can be found in Chapter 8.

#### ***Statewide Transportation Improvement Program (STIP) Projects***

The 2002-2005 Statewide Transportation Improvement Program (STIP) is the state's transportation capital improvement program, listing the schedule of transportation projects for the four-year period from 2004 to 2007. Projects in the STIP are funded mainly through federal and state gas tax revenues, but also include local government funding and other state and federal funding sources. The STIP includes projects on the state, city, and county transportation systems as well as projects in the National Parks, National Forests, and Indian Reservations. This program is updated every two years. The STIP lists specific projects, the counties in which they are located, their construction year, and estimated cost.

The current 2004-2007 STIP and the 2006-2009 Draft STIP identifies three projects within the Myrtle Creek/Tri City area. These projects are as follows:

- **I-5 Interchange 103 (Short Term, 2004-2007 & 2006-2009):** This project will remove the existing reconfigure the interchange to improve northbound access and geometric deficiencies.
- **I-5 Mainline (Short Term, 2006-2009):** This project will straighten out the mainline of I-5 near Interchange 108. Funding is included in the 2005 federal transportation bill by Congress.
- **Weaver Road (Short Term, 2006-2009):** This project is a county project to build a new bridge over the South Umpqua River to provide a connection between Interchange 106 and Old Pacific Highway. Funding for this project is earmarked in the 2005 federal transportation bill.

Improvements to Interchange 103 will be determined through LAMP planning process currently underway. The improvements that occur within the Myrtle Creek UGB will be adopted as part of this plan.

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**SHORT TERM (0 – 5 YEARS)**

- 1st Avenue: Main Street to Hall Street
- Johnson Street: Spruce Avenue to Neal Lane
- Neal Lane: Riverside Drive to Days Creek Cutoff Road
- Simpson Lane: Neal Lane to Cherrie Way

---

**MEDIUM TERM (6-10 YEARS)**

- 1st Avenue: Hall Street to Division Street
- Cedar Avenue: Rice Street to Division Street
- Elinor Street: Connect to Lillian Street
- *Fir Street Extension: New Minor Collector (Recommendation only, until UGB expanded or goal exception; should be co-adopted by Douglas County for their TSP)*
- Riverside Drive at Old Pacific Highway
- Chadwick Lane at Old Pacific Highway
- Old Pacific Highway: Plaza Drive to approximately Weeks Road
- Old Pacific Highway: Creek Crossing to Chadwick Lane
- Old Pacific Highway: Chadwick Lane to Midway Street
- Old Pacific Highway: Midway Street to Gael Lane

**LONG TERM (11-20 YEARS)**

- 3rd Avenue at Main Street
- Laurance Street: Spruce Avenue to North Myrtle Rd.
- Lisa Way Extension: Existing end to Cerrito Court
- Perkins Avenue Extension Riverside Drive to Neal Lane Extension
- Redwood Avenue Extension: Existing end to Myrtle View Drive
- Spruce Avenue Extension: Howland Street to Riverside Drive
- Unnamed Local: Simpson Lane to Lisa Way Extension
- Division Street at North Myrtle Rd.
- Division Street/S. Myrtle Drive: North Myrtle Rd. to Perkins Avenue
- Division Street/S. Myrtle Drive: Perkins Avenue to City Limits
- *Forest Lane Extension: Riverside Drive to Days Creek Cutoff Road (Recommendation only, until UGB expanded or goal exception; should be co-adopted by Douglas County for their TSP)*
- Main Street: South Umpqua bridge to 4th Avenue
- Neal Lane Extension: Division St. to North Myrtle Rd.
- Norton Lane: Old Pacific Highway to UGB
- Riddle Bypass Road at Old Pacific Highway
- Riddle Bypass Road: Interchange 103 to Old Pacific Highway
- Riverside Drive at Fire Station
- Riverside Drive: Main Street to Days Creek Cutoff
- Riverside Drive: Days Creek Cutoff to Neal Lane
- Riverside Drive: Neal Lane to Forest Lane
- Tri City Collector: Norton Lane to Gael Lane
- Unnamed Local: Woodcrest Drive to Victor Street
- Victor Street Extension: Old Pacific Highway to Arburina Street
- Walnut Street: Old Pacific Highway to Arburnia Street

These projects have range in scope from upgrading the road to building new roads and bridges. Some projects also contain safety improvements such as adding a traffic signal or installing illumination. Projects that included only adding a bikelane or sidewalk can be found in the Bikeway Plan or the Pedestrian Plan. For a project-by-project description, refer to **Table 6-2** in Chapter 6. Cost estimates for each project can be found in **Table 8-9** of Chapter 8.



SDCs could be applied in the Myrtle Creek/Tri City urban area to help pay for capacity increases needed to accommodate project growth. SDCs applied to new development would capture funding to pay for the impact of that development. Typically, the developer is charged for each additional peak-hour trip associated with the development.

A review of the projected traffic growth in the 20-year planning timeframe demonstrates revenue that could be generated using SDCs for new residential development. A total of 960 new residential PM peak-hour trips are anticipated by year 2025. If an SDC of \$1,000 per trip were applied, the charges would net the community ~~\$1,295,000~~ 960,000 to pay for projects dealing with capacity, access, and safety.

Forecasts of future development can be used to estimate the total amount of SDCs that could be raised to pay for improvements within the planning area. Development forecasts are discussed in detail in Chapter 5 of this report. For residential growth, an estimate was made for the number of residential units that could be added within 20 years. Then, anticipated PM peak hour and daily trips were calculated based on the number of units anticipated. For commercial and industrial development forecasts, the number of trips anticipated was based on the available acreage, type of zoning, and condition of the growth areas (for example if the area was constrained or already developed). Overall, the average annual traffic growth rate ranges from 1-3% at most locations

System Development Charges for the Myrtle Creek/Tri City area could help fund potential future projects in the area. Table 8.6 below shows the estimated amount of funds that could be received based on \$1,000 per PM Peak Hour Trip. Estimates were rounded to the nearest \$10,000.

**Table 8-6: Projected System Development Charge Funds Available Based on Future Development**

Land Use Development Type	WITHIN MYRTLE CREEK		Within UGB, Outside City	
	2025 PM Peak Hour Trips	Potential SDCs	2025 PM Peak Hour Trips	Potential SDCs
Residential	390	\$390,000	570	\$570,000
Commercial	600	\$600,000	120	\$1,300,000
Industrial	290	\$290,000	290	\$2,260,000
<b>Total</b>	<b>1,280</b>	<b>\$1,280,000</b>	<b>980</b>	<b>\$4,130,000</b>
<b>Total SDCs for Urban Area</b>			<b>\$5,410,000</b>	

Note: Assumes System Development Charges of \$1,000 per PM Peak Hour Trip

The projects included in this TSP for the next 20 years are estimated to cost \$10,535,000 within the City's jurisdiction, and \$60,245,000 within the County's jurisdiction. If SDCs of \$1,000 per PM peak hour trip were charged to developers, SDCs could provide approximately 12 percent of the cost for the City jurisdiction improvements, and seven percent of the County jurisdiction projects. These funds could also supply money for matching funds required for other sources of revenue.

Some economists have criticized the prevalent SDC methodology, which charges property owners rather than road users. The road users, the argument goes, are the ones who receive the benefit of traveling by road, and therefore ought to be the ones who pay for the roads, rather than the property owners whose activities generate or attract traffic.

## CHAPTER 9: IMPLEMENTATION OF TRANSPORTATION SYSTEM PLAN

### *Amend Text & Delete Proposed Amendments; Amendments To Be Adopted Separately. . . .*

Implementation of the Myrtle Creek Transportation System Plan (TSP) requires changes to the city comprehensive plan, zoning code, and subdivision ordinance and will provide input for the 20-year capital improvement plan. These actions will enable Myrtle Creek to address both existing and emerging transportation issues throughout the Myrtle Creek/Tri City urban area in a timely and cost-effective manner. This implementation program is geared towards providing Myrtle Creek and Douglas County with the tools to amend their comprehensive plans and zoning and subdivision ordinances to conform with the Oregon Transportation Planning Rule and to fund and schedule transportation system improvements.

The City of Myrtle Creek shall take the following actions to adopt and implement the TSP.

- Amend findings and policies of the City of Myrtle Creek Comprehensive Plan as detailed in this chapter.
- Amend the City of Myrtle Creek Zoning Ordinance as detailed in this chapter.
- Amend the City of Myrtle Creek Subdivision Ordinance as detailed in this chapter.
- Incorporate the prioritized projects, detailed in Chapter 7, into a Capital Improvement Plan.

The Myrtle Creek TSP does not include changes to standards or functional classifications in the adopted Douglas County TSP (per the direction of Douglas County and the Myrtle Creek TSP Technical Advisory Committee.) Therefore, there are no text edits required for either the Douglas County TSP or the Douglas County Land Use and Development Ordinance. As areas within Tri City are incorporated into the City of Myrtle Creek, the city standards outlined in this plan, the City's Comprehensive Plan, and the City's zoning and subdivision ordinances shall be applied to the newly incorporated areas.

Douglas County action to adopt and implement applicable provisions of the TSP will be taken separately. Douglas County adoption is not part of this document. Douglas County will integrate the Myrtle Creek TSP into its TSP in their annual legislative plan amendments scheduled for Fall 2006. shall take the following actions to adopt and implement the TSP.

- ~~Adopt the Myrtle Creek Transportation System Plan as a component of the existing Douglas County Transportation System Plan.~~
- ~~Incorporate the prioritized capital improvement plan projects applicable to the County, detailed in Chapter 7, into their Capital Improvement Plan.~~

**ELEMENTS REQUIRED BY THE TRANSPORTATION PLANNING RULE**

In 1991, the Oregon Transportation Planning Rule was adopted to implement State Planning Goal 12 — Transportation (amended in May and September 1995). The Transportation Planning Rule requires counties and cities to complete a TSP that includes policies and ordinances to implement the TSP. ~~A sample ordinance has been developed that establishes the policies and implementing measures that are typically required to make comprehensive plans, land development ordinances and street standards ordinances consistent with TSPs.~~

The applicable portion of the Transportation Planning Rule is found in Section 660-12-045—*Implementation of the Transportation System Plan*. In summary, the Transportation Planning Rule requires that local governments revise their land use regulations to implement the TSP in the following manner:

- Amend land use regulations to reflect and implement the Transportation System Plan.
- Clearly identify which transportation facilities, services, and improvements are allowed outright, and which will be conditionally permitted or permitted through other procedures.
- Adopt land use or subdivision ordinance measures, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions, to include the following topics:
  - access management and control;
  - protection of public use airports;
  - coordinated review of land use decisions potentially affecting transportation facilities;
  - conditions to minimize development impacts to transportation facilities;
  - regulations to provide notice to public agencies providing transportation facilities and services of land use applications that potentially affect transportation facilities;
  - regulations assuring that amendments to land use applications, densities, and design standards are consistent with the Transportation System Plan.
- Adopt land use or subdivision regulations for urban areas and rural communities to provide safe and convenient pedestrian and bicycle circulation, and to ensure that new development provides on-site roads and accessways that provide reasonably direct routes for pedestrian and bicycle travel.
- Establish road standards that minimize pavement width and total right-of-way.

In addition, state regulations in ORS 836.600 to 836.630 and OAR 660-013 encourage and support the continued operation of Oregon’s airports by mandating planning for and recognition of airports consistent with their function in the state airport system. The regulations require local governments with jurisdiction over airports to amend their comprehensive plans and zoning regulations to:

- Create an Aviation System Plan;
- Identify and classify airports in their jurisdictions;

- Acknowledge permitted uses on public use airports; and
- Implement land use compatibility and safety requirements.

Myrtle Creek's Comprehensive Plan, Subdivision Ordinance, Zoning Ordinance and street standards were reviewed to determine where the language or standards should be amended to implement the policies and standards contained in the TSP. The changes to each document are outlined below in separate text amendments, which are being adopted separately, but concurrently, with the Transportation System Plan. Amendments related to the Myrtle Creek Municipal Airport are being deferred for adoption until a later date, with the City's 2006 Fall Legislative Plan Amendments.

O:\PROJECT\O\Odot0000-0462\Docs\926 Final TSP\Final TSP December 2005.doc



## CITY OF MYRTLE CREEK

207 NW PLEASANT, P.O. BOX 940, MYRTLE CREEK, OR 97457  
PHONE 541-863-3171, FAX 541-863-6851  
[WWW.MYRTLECREEK-OREGON.ORG](http://WWW.MYRTLECREEK-OREGON.ORG)

June 26, 2006

**DEPT OF**

**JUN 27 2006**

**LAND CONSERVATION  
AND DEVELOPMENT**

Attn: Plan Amendment Specialist  
Department of Land Conservation and Development  
635 Capital Street, Suite 150  
Salem OR 97301-2540

Re: Notice of Final Adoption of Myrtle Creek Transportation System Plan (DLCD File 004-05)

To Whom It May Concern:

Attached is the DLCD Notice of Final Adoption for the Myrtle Creek TSP which was adopted by the City of Myrtle Creek on June 20, 2006. As a courtesy, I have also enclosed a copy of the staff report of May 11, 2006 explaining the proposed legislative amendments and text changes to the original draft TSP of December 2005.

A complete final copy of the newly-adopted TSP will be mailed to you upon completion of the necessary changes and updates to the Myrtle Creek Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance.

If you have any questions or comments, please contact me at 541-863-3171 or 541-464-6443.

Sincerely,

Lisa Hawley  
Community Services Planner

Attachments

cc: Aaron K. Cubic, City Administrator  
Steven M. Johnson, Public Works Director  
Douglas County Planning Department  
Lisa Cortez, ODOT Region 3

**2006 MYRTLE CREEK  
TRANSPORTATION SYSTEM PLAN  
LEGISLATIVE AMENDMENTS TO THE**

**CITY OF MYRTLE CREEK  
COMPREHENSIVE PLAN**

**CITY OF MYRTLE CREEK  
ZONING ORDINANCE**

**CITY OF MYRTLE CREEK  
SUBDIVISION ORDINANCE**

**3<sup>rd</sup> DRAFT  
MAY 11, 2006**

**PLANNING COMMISSION WORKSHOP  
APRIL 25, 2006**

**CITY COUNCIL  
MAY 16, 2006  
JUNE 20, 2006**

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Appendix: December 2005 Transportation System Plan Support Document

**LEGEND**

Actions for amending the Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance are denoted by variations in text and written explanations.

- ✓ ***Bold italicized*** text will be used to explain the action needed to amend the document.
- ✓ Modifications to existing text are noted with additions underlined and deletions in ~~strikeout~~.
- ✓ When a text is to be deleted and replaced in entirety, these needed actions are explained in ***bold italics***, and the replacement language is included below the note in plain text.

**COMPREHENSIVE  
PLAN TEXT  
AMENDMENTS  
& MAPS**



## ***MYRTLE CREEK COMPREHENSIVE PLAN TEXT AMENDMENTS***

***Amend Chapter 11: TRANSPORTATION as follows:***

***Page 11-1, Under VEHICULAR TRAVEL & STREET NETWORK***

***Paragraphs 3 and 4 should be amended to read:***

The primary purpose of an arterial street is to move traffic through the City, provide through movement to traffic, distributing it to collector streets and principal highways while providing limited access to adjacent properties. Arterial streets should be designated to handle a concentration of through traffic volumes. Myrtle Creek's arterial streets carry traffic ranging from 4,000 to 10,000 vehicles daily. They include Main Street (Old Pacific Highway -- formerly State Highway 99), Riverside Drive, Division Street, Springbrook Road (County Road # 15), Third Avenue and Dole Road (County Road #14). Main Street (Old Pacific Highway -- formerly State Highway 99) is the only arterial in the city.

Collector streets are those streets that collect and disperse traffic throughout the City. The primary function of a collector is to move traffic between local streets, collectors, and arterials, and provide access to property. There are two classes of collectors in Myrtle Creek--Major Collectors and Minor Collectors. Major collectors help define neighborhoods and land use patterns, and access to properties is often limited on these streets. Minor collectors often border neighborhoods, and property access onto minor collectors is typically allowed. Major collector streets include: Riverside Drive, Division Street, Springbrook Road, First Avenue, and Third Avenue. Minor collector streets include: Dole Road (County Road #14), Johnson Street, Spruce Avenue (County Road # 15), Neal Lane, Second Avenue, Laurance Street, portions of Orchard Drive, Rice Street, and Days Creek Cutoff Road. They generally penetrate neighborhoods and distribute traffic from arterials to the ultimate destination. Most of Myrtle Creek's collector streets carry between 1,500 and 3,00 vehicles daily. Collector streets include Johnson Street, Spruce Avenue, portions of Rice Street and Orchard Drive, Neal Lane Simpson Lane, Madrona Drive, Laurance Street, Douglas Avenue and portions of Leon Avenue, First Avenue, Second Avenue, Fourth Avenue and Chestnut Avenue.

***Page 11-3, Under VEHICULAR TRAVEL & STREET NETWORK***

***Paragraph 5 (top of page) should be amended to read:***

Local streets include all other developed streets within the City and are intended primarily to provide direct access to property. Some of the local streets are designated as Necessary Locals. This designation signifies that a street provides connections necessary for good circulation within the street network. Myrtle Creek also has some undeveloped streets. For a number of years a few platted streets have existed which were never developed. These generally appear on maps as "non-existent" or are indicated by a dashed line. These streets are not presently needed for access, however, many have lots fronting on them. Therefore, there are not plans to vacate these non-existent streets.

***Paragraph 8, Sentence 4 should be amended to read:***

There is some confusion over the circulation pattern along these streets as all function as a link between the ~~arterials of the major collector of Division Street and the arterial of Main Street~~. For the purposes of this Plan, Third Avenue has been classified as ~~the arterial~~ a major collector because it is a truck route (County Road #15) and has a wider paved surface than First, Second, or Fourth Avenues. First Avenue, ~~which could be considered an arterial,~~ suffers from inadequate right-of-way at its intersection with Division Street in addition to other limitations. Acquisition of this right-of-way is obstructed by the location of existing homes. The planned A future placement installation of a traffic signal at Third Avenue and one of these Main Street should solidify the roadway's prominence as a truck route and intersections or a straightening of the curve in Main Street at the entrance to town may effectively alter the traffic pattern in the downtown area.

***Paragraph 10, Sentences 4 and 5 should be amended to read:***

Transportation policies support these proposals ~~in addition to adopting a~~ which are consistent with the Future Street Plan & Functional Classification Maps showing where streets should be developed in the for Myrtle Creek urban area. The Future Street Plan & Functional Classification Maps are consistent with which ties into the Tri City Street Plan developed by Douglas County.

***Paragraph 11 (11-2 and 11-3) should be deleted and replaced with:***

The Future Street Plan & Functional Classification Maps show where future streets will be constructed to maximize circulation and the functional classifications that will apply to those new streets and to existing streets. Circulation can be improved with construction of future streets that close gaps and provide alternate routes to existing streets. The functional classifications will promote efficient circulation by ensuring roadways are designed to serve the appropriate needs of an interconnected street network.

The Future Street Plan & Functional Classification Maps provide a map of where streets should be extended and developed as the Myrtle Creek area grows. It includes extensions of existing roadways as well as new collector and local streets. Future streets that will provide major improvements in connectivity include: the north-south minor collector east of Old Pacific Highway, the new connection between Fir Street and Days Creek Road, a new Spruce Avenue bridge, the Forest Avenue to Days Creek Road connection, and a new Weaver Road bridge. These improvements will improve circulation for bicycle, pedestrian, and public transportation, as well as motorized vehicles.

***Page 11-3 under STREET CONDITIONS Keep sentence 1, delete rest of text, and replace with:***

Street conditions in Myrtle Creek are a product of the original design, quality of construction materials, amount of use and degree of maintenance. A field survey was conducted in 2004 to determine existing pavement conditions and to determine if roadways were built to an appropriate standards for their transportation function. In addition, the 2004 Pavement Management Report showed that roughly 75 percent of the streets in Myrtle Creek were in need of maintenance or they would not meet standards due to deterioration or poor current conditions.

City street widths range from 34 to 48 feet. The major streets are paved with asphalt concrete and are generally in good condition. On-street parking is allowed on many downtown streets.

Pavement conditions of the major roadways (arterials and collectors) for the study area were inventoried using field surveys and a review of past plans. The inventory found pavement conditions were good for all the streets within Myrtle Creek except for Darcie Way, Laurance Street, Springbrook Road, and two sections of Main Street (Old Pacific Highway). Main Street had poor pavement conditions between 4<sup>th</sup> Avenue and the Myrtle Creek Arch Bridge, and fair pavement conditions between 4<sup>th</sup> Avenue and Riverside Drive.

Within Tri City, Old Pacific Highway has recently been repaved and widened for most of its length and is in good condition. Many of the roads designated as collectors are in need of repair including: Meadow Lane, which is in poor condition, and Klimback Street, Walnut Street, Victor Street, Aker Street, Weeks Street, and Hill Street, which are cracking.

In addition to pavement conditions, many roads are considered substandard because they are not built to the appropriate design standards for their functional classification. The Transportation System Plan includes projects to upgrade these roadways.

***Page 11-3 under TRAFFIC VOLUMES Delete Paragraph 2 and replace with:***

As part of the Transportation System Plan, traffic counts were taken in 2004 at various locations within the urban growth boundary. The average daily trips as well as the PM peak hour trips are depicted on maps in the Transportation System Plan.

***Paragraph 3 should be amended to read:***

The greatest volume of traffic travels on Main Street (Old Pacific Highway) between Interstate 5, Exit 108, and the southern City limits area just west of Interstate 5, Exit 103. There is a greater volume of traffic at the southern City limits than at the west entrance to town. This would suggest that residents of Tri City and areas south travel to Myrtle Creek to shop because of its concentration of stores and services not available in the Tri City area. Residents of Myrtle Creek also use this route to travel to jobs located in the industrial areas of Riddle (south of Myrtle Creek)

***Page 11-4 under TRAFFIC VOLUMES Paragraphs 5, 6, 7, and 8 should be amended to read:***

~~The intersection of Riverside Drive and Main Street continues to receive the and First Avenue experiences the highest volumes counts. Traffic volume information also indicates that First, Second and Third Avenues are all used as links between Main Street and Division Street. Third Avenue carries the greatest volume, but First and Second Avenues each carry a considerable amount of traffic. A Traffic Signal Study conducted by Douglas County in 1988 at the intersection of First and Main indicates a flow of nearly 10,000 vehicles during a 16 hour period. Some of the traffic on First Avenue is attributable to the location of the Post Office (1/2 block off of First), but field observation notes considerable traffic entering Division Street from First Avenue, indicating the Post Office is not the only destination generating traffic on First Avenue.~~

~~All of the intersections along~~ There is one signalized intersection on Main Street at First Avenue. The rest of the intersections are uncontrolled (except for 1 way stop signs). Based on analysis in the TSP, it appears that a traffic control signal on Main Street and Third Avenue may be justified in the near future. It is predicted that a signal at Third Avenue would light in the downtown area would also reduce the congestion and improve circulation occurring at the intersection of Main Street and Riverside Drive. This is an uncontrolled intersection of two main arterial routes that has high traffic volumes compounded by poor street alignment.

The highest traffic volumes within the city limits occur on Main Street, 1<sup>st</sup> Avenue, Division Street, and Riverside Drive. The highest volumes in Tri City occur on Old Pacific Highway, Riddle Bypass/Pruner Road, Seeley Drive, and Chadwick Lane.

~~Considerable traffic volumes occur on Division Street with the greatest counts occurring in front of the Myrtle Creek Elementary School. This traffic disperses north to Springbrook Road, east along Division Street to South Myrtle Road and Neal Lane, south and west along Division Street to various collectors (First, Second, Third, Spruce and Chestnut Avenues). The Future Street Plan & Functional Classification Maps recognize a need for an additional north/south collector to link Division Street with Riverside Drive and alleviate congestion near the school. Spruce Avenue has been identified as the most feasible location for a bridge across the creek to make the connection to the arterial of Riverside Drive, therefore, policies address acquiring the necessary right-of-way to extend to Spruce Avenue.~~

***Page 11-4 under PEDESTRIAN TRAVEL last sentence should read:***

The Pedestrian Plan Map identifies where sidewalks and multi-use paths should be built to improve pedestrian circulation and eliminate current gaps between pedestrian facilities that exist today. A Public Facilities Plan must be developed to link short sections of sidewalks occurring through the City with the more fully developed neighborhoods.

***Page 11-4 under BICYCLE TRAVEL replace the last sentence to read:***

Policies address developing a Bikeway Plan which will eventually connect the existing bike paths on Main Street and Riverside Drive with the parks, schools and developing neighborhoods. The Bicycle Plan Map includes projects to create a network of bicycle facilities comprised of bike lanes, shared bikeways, and multi-use paths throughout the Myrtle Creek/Tri City area.

***Page 11-5 under PUBLIC TRANSPORTATION delete all text and replace with the following:***

Myrtle Creek benefits from the demand-responsive service provided by the nonprofit "Seniors Escorting Seniors" and Umpqua Transit. This plan supports the continuation and expansion of these services to provide trips to other transportation disadvantaged groups such as children and people without private automobiles. Although, there is currently no regularly scheduled, public transportation service in the Myrtle Creek/Tri City area, this plan calls for community support efforts to create intercity transit connections within Douglas County.

**Page 11-5 under RAILROAD should be amended to read:**

The ~~Southern Pacific Railroad~~ Central Oregon & Pacific Railroad (CORP) passes through Myrtle Creek near the east bank of the South Umpqua River. There is no depot nor any regular stops. There are presently no known products imported or exported from Myrtle Creek by rail and there is no longer passenger service provided by rail along this route.

Freight service is a function of business demand within the area. The City should continue to work with prospective business tenants and CORP to develop rail service on an as-needed basis.

**Page 11-5 under TRUCK AND PARCEL TRANSPORT a third paragraph should be added to read:**

I-5 is the primary truck freight route in the area. However, at times, County and City roads will need to be used for moving freight. Five streets in the Myrtle Creek planning area are designated as truck routes: Riddle Bypass/Pruner Road, Old Pacific Highway (Main Street), Third Avenue, Dole Road, and Division Street. These facilities were chosen because they create an interconnected network and because of their unique characteristics. Riddle Bypass is a critical route for trucks entering and exiting the industrial area near Interchange 103. Old Pacific Highway is the major connection between the Tri City area and the City of Myrtle Creek. Third Street is slightly wider than First Street and can be used along with Division Street to move trucks east and west through the City of Myrtle Creek. Dole Road provides an alternate route north for bypassing the Myrtle Creek Curves.

**Page 11-7 through 11-9 LOCAL TRANSPORTATION POLICIES should be amended to read:**

- (1) To promote a safe, efficient, and economical overall transportation circulation system ~~both within and throughout in the Myrtle Creek urban area,~~ the Future Street Plan & Functional Classification Maps shall be implemented adopted—which includes provisions for automobile, pedestrian, and bicycle travel. The Future Street Plan & Functional Classification Maps shall be reviewed and updated during Periodic Review, or more frequently, if needed.

**Delete (2)**

**Revise numbering so that Policy (3) becomes (2), Policy (4) becomes (3), etc...**

- ~~(5)~~(4) Restrict direct residential vehicular access onto existing arterial streets and discourage access onto existing collector streets through the use of side streets or service roads.
- ~~(6)~~(5) Restrict direct residential vehicular access onto all new arterial and collectors streets, wherever feasible.

- (8)(7) Arterial and collectors streets shall be extended into developing areas in such a way as to be compatible with the existing and future street network. The Future Street Plan & Functional Classification Maps shall ~~be the guideline utilized when the type and location of streets proposed~~. The Future Street Plan & Functional Classification Maps will be used for determining whether roadways are adequate when reviewing and approving subdivisions and other development.
- (9)(8) Cul-de-sacs or permanent dead-end streets shall be discouraged except where topographical, environmental, or existing adjacent land use constraints make connecting streets impractical. Where cul-de-sacs are planned, accessways shall be provided connecting the ends of cul-de-sacs to each other, to other streets, or to neighborhood activity centers. Cul-de-sacs with the potential to serve 20 or more lots will be prohibited. Cul-de-sac's shall be discouraged from developing directly off of arterial roads and encouraged to feed into internal collectors. Creation of cul-de-sac's with the potential to serve 20 or more lots shall be avoided.
- (18)(17) The City will, as conditions of approval for private development or as an element of public urban upgrade projects, encourage landscaping along arterials and major collectors to improve the overall visual appearance, especially at the west entrance to Myrtle Creek.
- (19)(18) Develop Implement the Bicycle Plan Map and the Pedestrian Plan Map to create a bike/trail/sidewalk system linking the parks, commercial areas, employment centers, and schools with residential areas, and a Acquire right-of-way, as needed for bicycle and pedestrian facilities, prior to development of abutting property.
- (20)(19) Work with Douglas County in the development of a bicycle route along Dole Road as shown in the Bicycle Plan Map, extending through Round Prairie to Winston.
- (21)(20) Initiate a study of sidewalk needs and develop Implement the Pedestrian Plan Map by including a priority schedule for identified sidewalk improvements to be included in a capital improvement program.
- (23)(22) Encourage the continuation reinstatement of commercial intercity bus service to Myrtle Creek connecting with other parts of Douglas County, and sSupport development of a the local, demand-responsive, volunteer bus service currently serving seniors within the community. system and other transportation alternatives.
- (29)(28) Improvements to existing local streets shall be shared by abutting property owners through the formation of Local Improvement Districts. Grants and other funding methods shall be utilized to improve collector and arterial streets. Improvements of streets and sidewalks in new developments shall be borne by the developer, h However, the City may participate in the development.
- (30)(29) Per the Future Street Plan & Functional Classification Maps, D-development of a bridge over Springbrook Creek at the south end of Spruce Avenue should be encouraged to connect Spruce to Riverside Drive, thereby providing a second north/south collector for the east side of the City.

~~(34)~~(33) Per the Future Street Plan & Functional Classification Maps and the Tri City Circulation Plan, this document supports the Douglas County Plan for an alternate north/south arterial route through Tri City to Myrtle Creek.

*Add the following new policies:*

- (34) Where possible, the timing of facility maintenance will be coordinated with other capital improvements to minimize cost and avoid extraordinary maintenance on a facility scheduled for reconstruction or replacement.
- (35) The City will pursue funding sources or local funding mechanisms to protect and maintain the condition of existing and future arterial, collector and local streets which are affected by development, commerce or other industrial or economic development activities for all transportation facilities under the City's jurisdiction.
- (36) The City will coordinate with Douglas County, ODOT and other transportation agencies to establish funding and maintenance agreements for routes within their jurisdiction to maintain a seamless arterial and collector system for roadways that are impacted by heavy truck traffic.
- (37) The City shall protect the function of existing and planned roadways as identified in the Future Street Plan & Functional Classification Maps.
- (38) The City shall include a consideration of the impact on existing or planned transportation facilities within the City or the portion of the Urban Growth Boundary within their jurisdiction in all land use decisions.
- (39) The City shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations through the Zoning Ordinance and the Subdivision Ordinance.
- (40) The City shall consider the potential to establish or maintain access ways, paths, or trails before the vacation of any public easement or right-of-way.
- (41) The City shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.
- (42) The City shall encourage streets within new development to conform to a grid pattern where practical.
- (43) Where practical, the City will require sidewalks on both sides of all future roadways, and to any major improvements to existing roadways, between neighborhoods and major destinations and in areas where the benefit to residents is the greatest.
- (44) The City will promote and/or develop sidewalks on at least one side of all existing roadways.
- (45) The City will require bike lanes in the construction of new and retrofitted arterial and major collector streets, and as appropriate in the construction of new and retrofitted collector streets.

- (46) Bicycle parking facilities shall be provided at all new residential multi-family development of four units or more, commercial, industrial, educational, recreational, and institutional facilities.
- (47) The City will continue to support volunteer and public/private funded transportation for the elderly, disabled and transportation disadvantaged, and encourage:
  - a. Use of private transportation services associated with residential developments, assisted living centers and other organizations which serve the needs of the elderly and disabled.
  - b. Opportunities to develop a dial-a-ride system and promote the staffing of such a system with community volunteers.
  - c. Carpools and vanpools and the development of park-and-ride facilities where practical to reduce the number of single occupancy vehicle originating in Myrtle Creek.
- (48) The City will continue to coordinate with the regional public transportation provider to identify feasibility for a demand-response public transportation system in South Douglas County.
- (49) The City supports telecommuting as a means of decreasing the need for expanding traditional transportation system infrastructure and encourages its use as an alternative to other travel modes.
- (50) The evaluation of all proposed plan amendments within the Urban Growth Boundary should include a consideration of the effect of the amendments on circulation in and through the Myrtle Creek area.



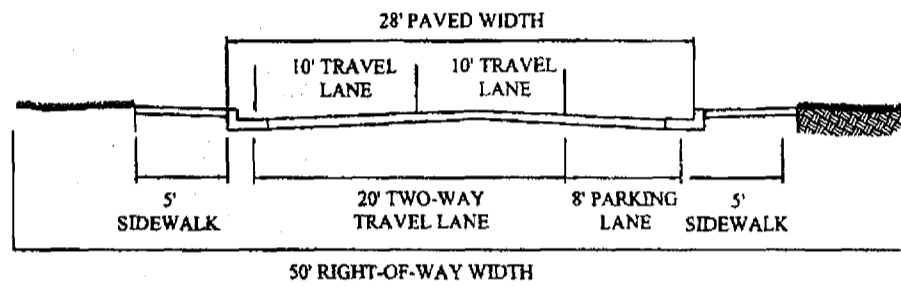
**SECTION A : LOCAL**

**NOTES:**

28' are allowed when the street is <2,400 feet in length and cannot be extended.

Curbside sidewalks may be allowed when ROW is insufficient for planting strips, or at the discretion of the City Engineer.

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.



**SECTION B : MAJOR (NECESSARY) LOCAL**

**NOTES:**

Parking may be restricted at intersections with Arterials and Major Collectors to provide turn lanes.

Curbside sidewalks may be allowed when ROW is insufficient for planting strips, or at the discretion of the City Engineer.

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.

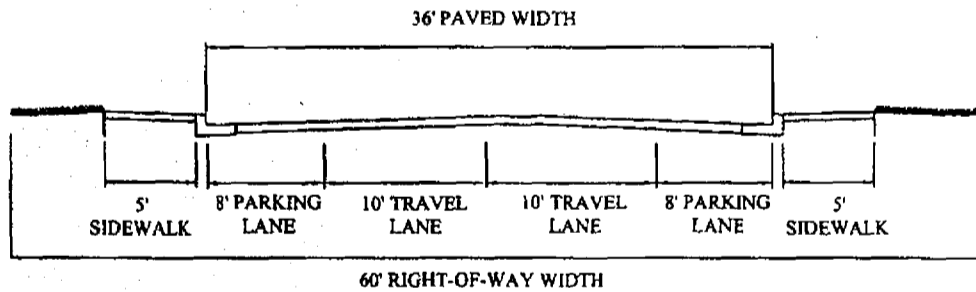


Figure 7-1

**MYRTLE CREEK TRANSPORTATION  
SYSTEM PLAN**

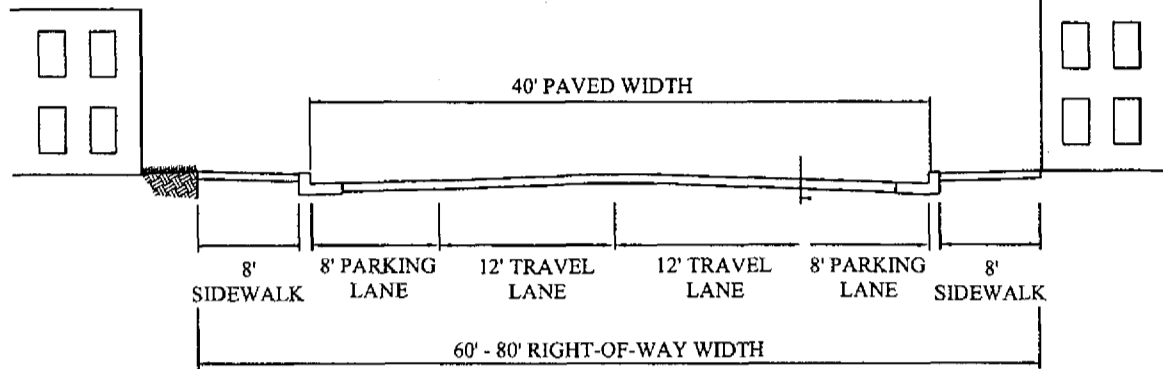
**Local Streets  
MYRTLE CREEK STANDARDS**

**SECTION C: MINOR COLLECTOR**

**NOTES:**

8' sidewalks are standard in the CBD.

1st Avenue  
2nd Avenue  
3rd Avenue



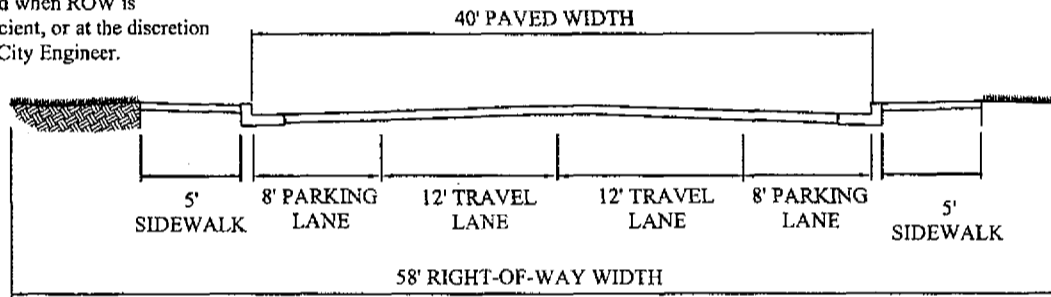
Spruce Avenue  
Neal Lane  
Neal Lane Extension

Rice Street  
Laurance Street  
Johnson Street

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.

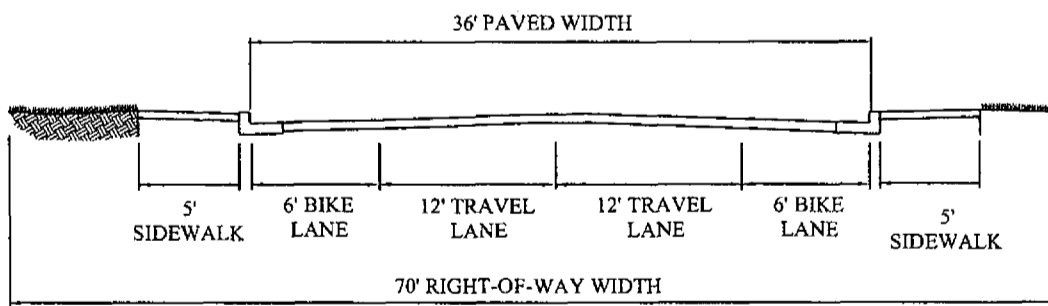
**NOTES:**

Curbside sidewalks may be allowed when ROW is insufficient, or at the discretion of the City Engineer.



Dole Road  
Future Collector parallel to N. Myrtle Drive

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.



**NOTES:**

Curbside sidewalks may be allowed when ROW is insufficient, or at the discretion of the City Engineer.

Figure 7-2

**MYRTLE CREEK TRANSPORTATION SYSTEM PLAN**

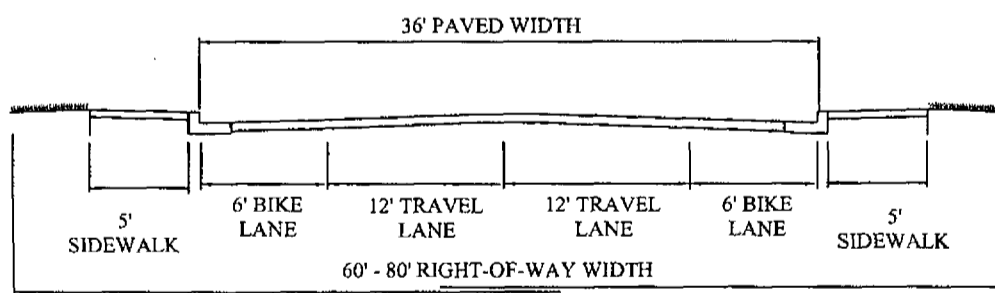
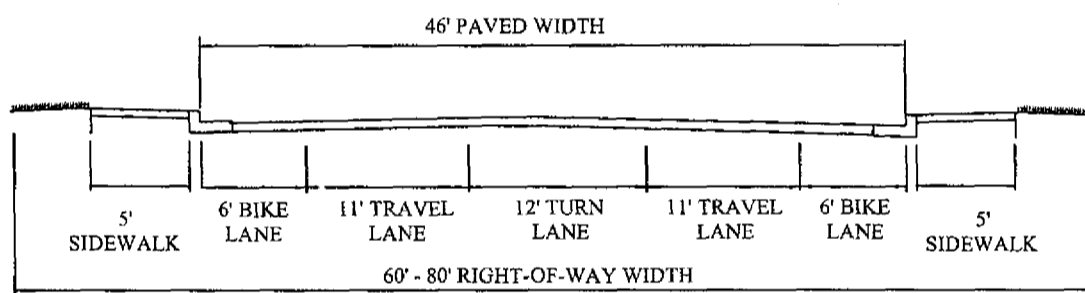
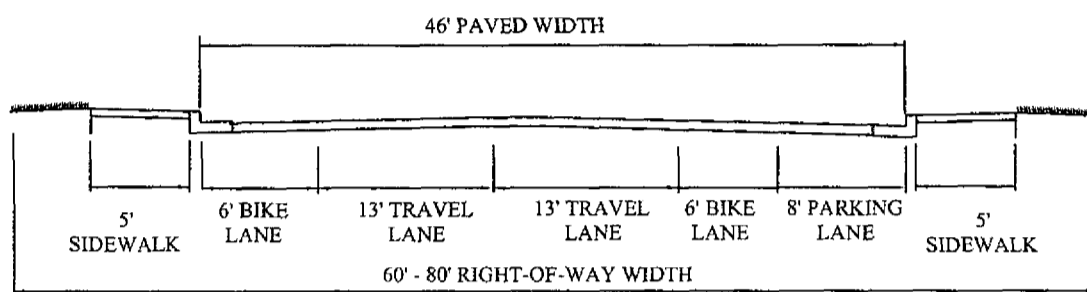
**Minor Collector Streets  
MYRTLE CREEK STANDARDS**

**SECTION D: MAJOR COLLECTOR**

Division Street - S. Myrtle Road  
 N. Myrtle Drive (from Division to Lillian)

**NOTES:**

Curbside sidewalks may be allowed when ROW is insufficient, or at the discretion of the City Engineer.



Riverside Drive  
 N. Myrtle Drive (from Lillian to City limits)

**NOTES:**

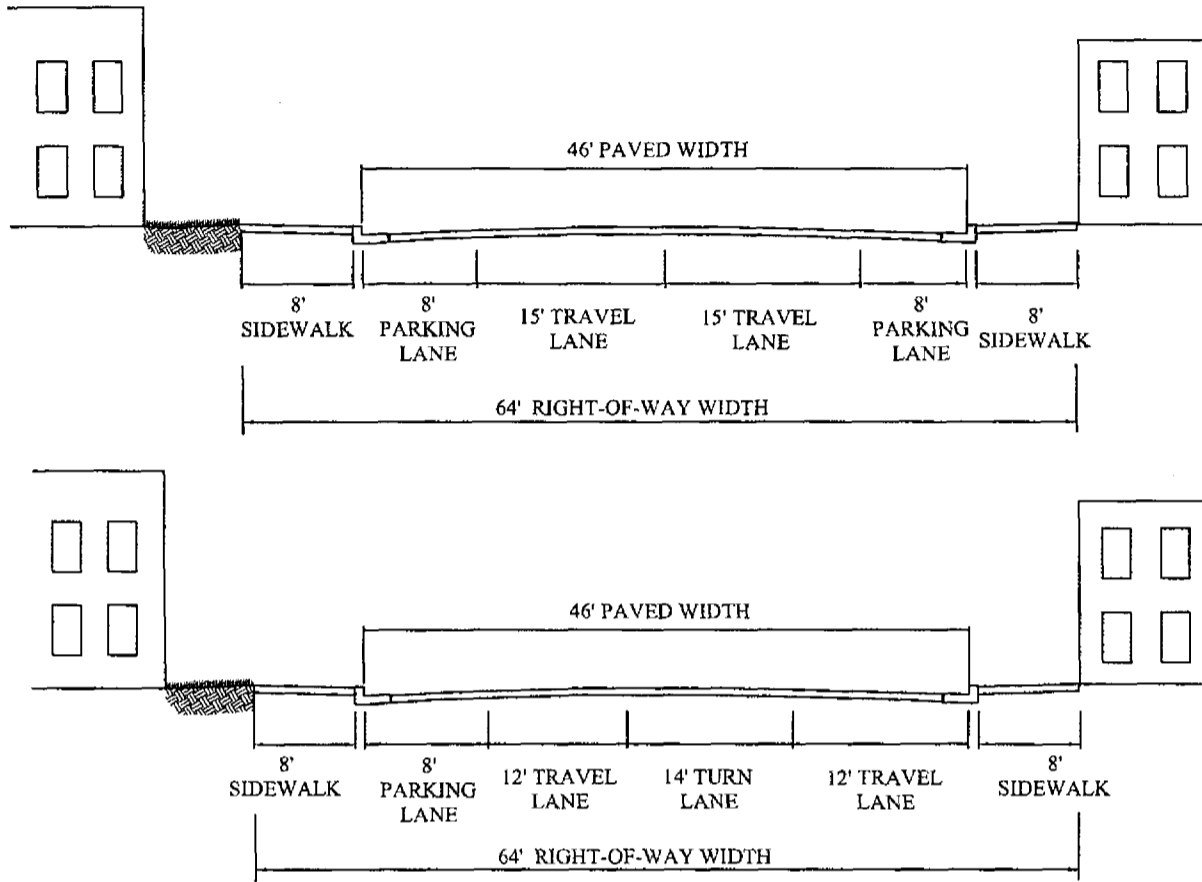
Curbside sidewalks may be allowed when ROW is insufficient, or at the discretion of the City Engineer.

Figure 7-3

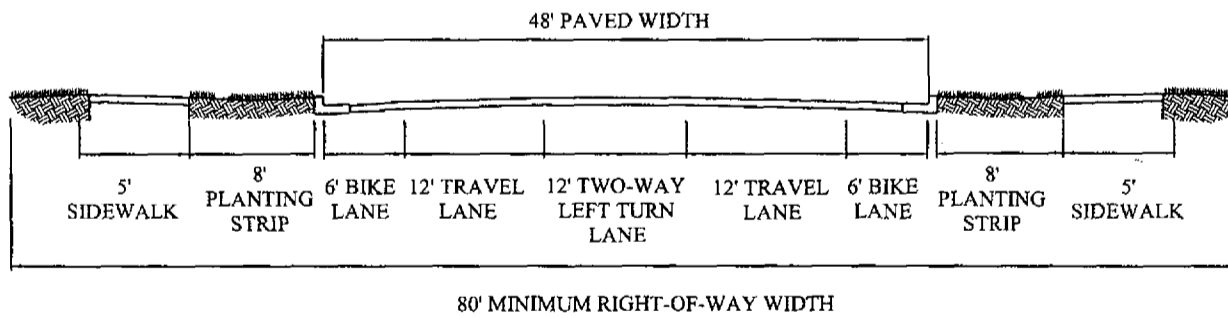
**MYRTLE CREEK TRANSPORTATION SYSTEM PLAN**

**Major Collector Streets  
 MYRTLE CREEK STANDARDS**

**SECTION E: ARTERIAL STREET (CBD)**



**SECTION F: ARTERIAL STREET (NON-CBD)**



**NOTES:**

Curbside sidewalks may be allowed when the ROW is insufficient for planting strips.

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.

Figure 7-4

**MYRTLE CREEK TRANSPORTATION  
SYSTEM PLAN**

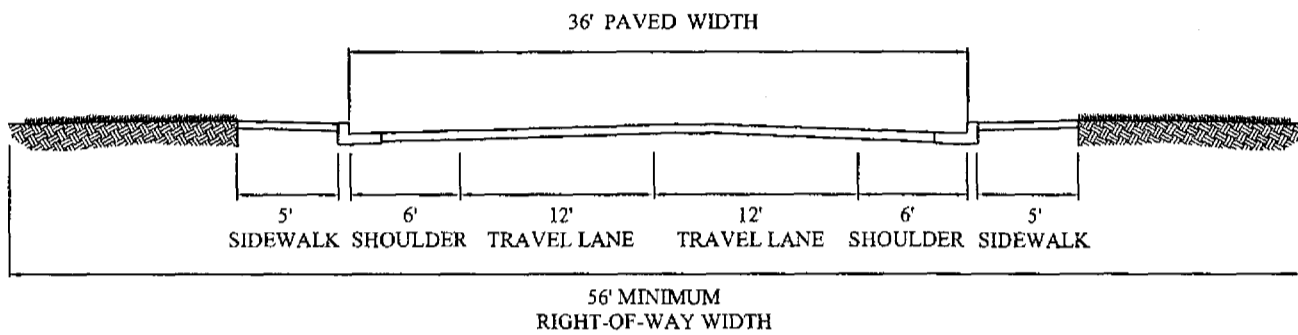
**Arterial Streets  
CBD And Non-CBD  
MYRTLE CREEK STANDARDS**

**URBAN LOCAL STREET**

**NOTE:**

The provision for on-street parking will depend on traffic volumes, lane widths, design speeds, access control and land use.

This applies to necessary locals and standard locals.



LUDO CHAPTER 4 TABLE 1

**URBAN COLLECTOR**

Old Pacific Highway (Major Collector)  
Plus 21 Minor Collectors

**NOTES:**

The provision for on-street parking will depend on traffic volumes, lane widths, design speeds, access control and land use.

Recommended number of lanes is between 2 and 4.  
Left turn lane width is equal to 14' if required.

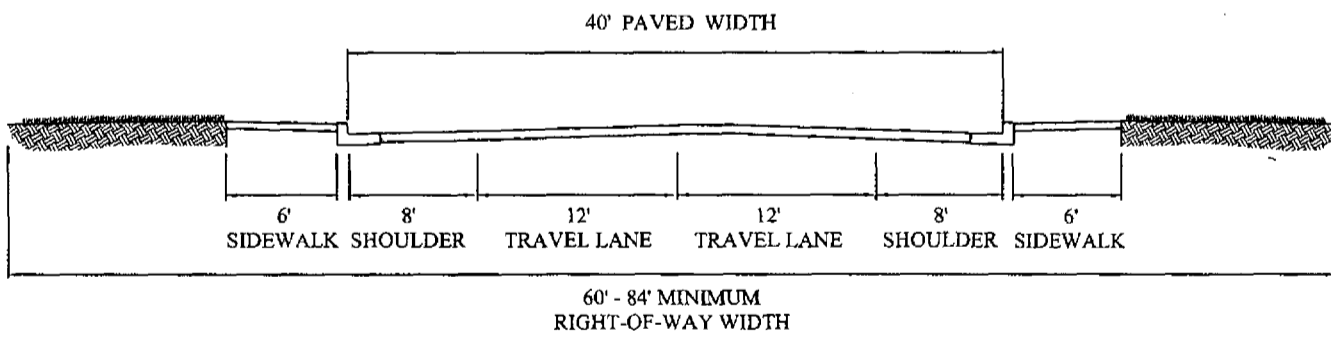


Figure 7-5

LUDO CHAPTER 4 TABLE 1

**MYRTLE CREEK TRANSPORTATION  
SYSTEM PLAN**

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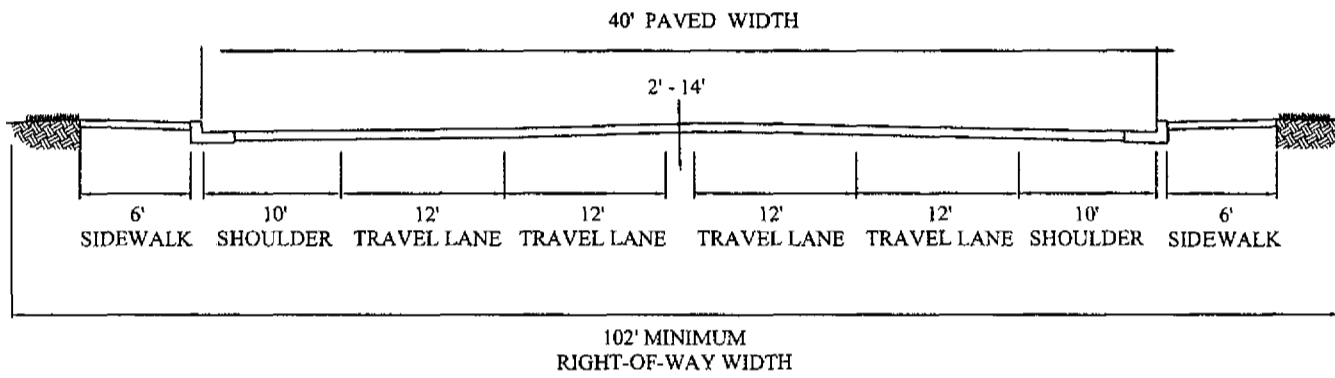
**Urban Local And Urban Collector Streets  
DOUGLAS COUNTY STANDARDS**

### URBAN ARTERIAL

There are currently no Douglas County urban arterials within the Myrtle Creek Urban Growth Boundary

#### NOTES:

The provision for on-street parking will depend on traffic volumes, lane widths, design speeds, access control and land use.  
Left turn lane width is equal to 14' if required.



LUDO CHAPTER 4 TABLE 1

Figure 7-6

### MYRTLE CREEK TRANSPORTATION SYSTEM PLAN

### Urban Arterial Streets DOUGLAS COUNTY STANDARDS

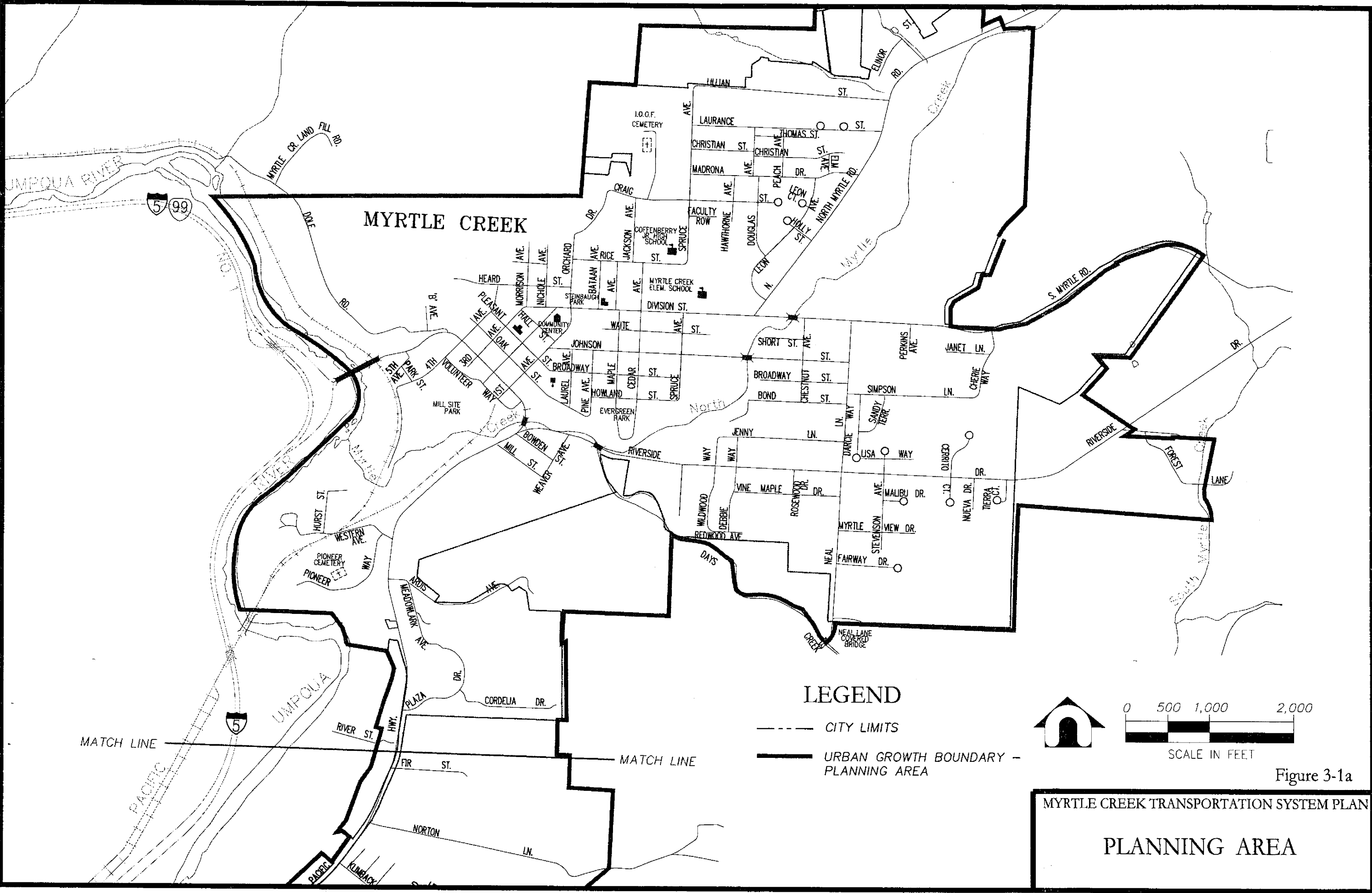
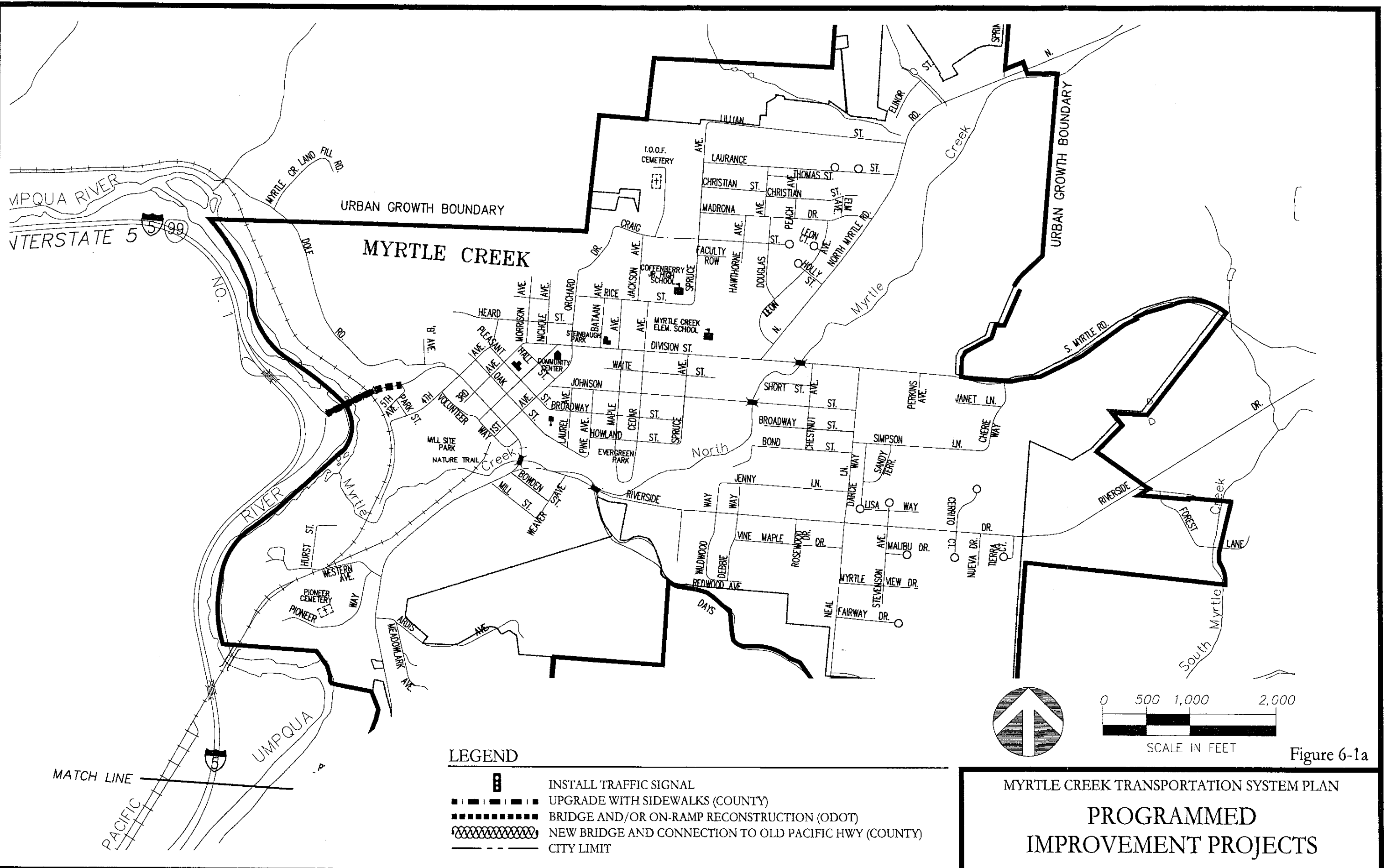





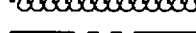

Figure 3-1a  
 MYRTLE CREEK TRANSPORTATION SYSTEM PLAN  
 PLANNING AREA

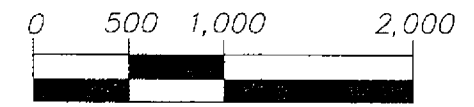






**LEGEND**

-  INSTALL TRAFFIC SIGNAL
-  UPGRADE WITH SIDEWALKS (COUNTY)
-  BRIDGE AND/OR ON-RAMP RECONSTRUCTION (ODOT)
-  NEW BRIDGE AND CONNECTION TO OLD PACIFIC HWY (COUNTY)
-  CITY LIMIT

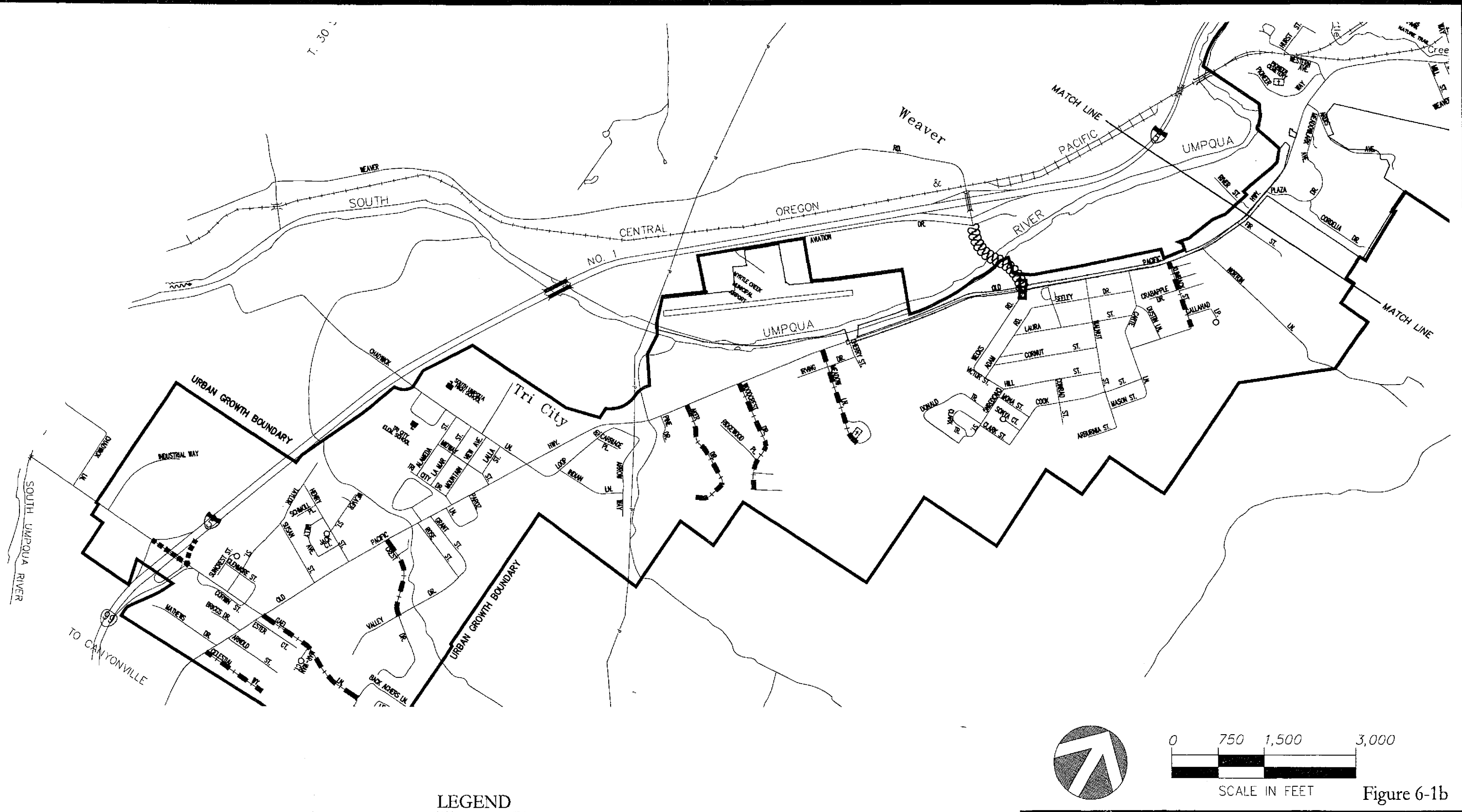


SCALE IN FEET




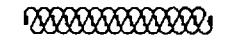
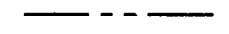
Figure 6-1a

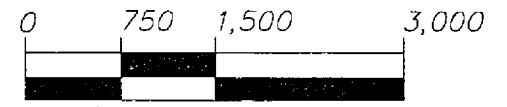
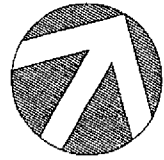
MYRTLE CREEK TRANSPORTATION SYSTEM PLAN  
**PROGRAMMED  
 IMPROVEMENT PROJECTS**

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**LEGEND**

-  INSTALL TRAFFIC SIGNAL
-  UPGRADE WITH SIDEWALKS (COUNTY)
-  BRIDGE AND/OR ON-RAMP RECONSTRUCTION (ODOT)
-  NEW BRIDGE AND CONNECTION TO OLD PACIFIC HWY (COUNTY)
-  CITY LIMIT

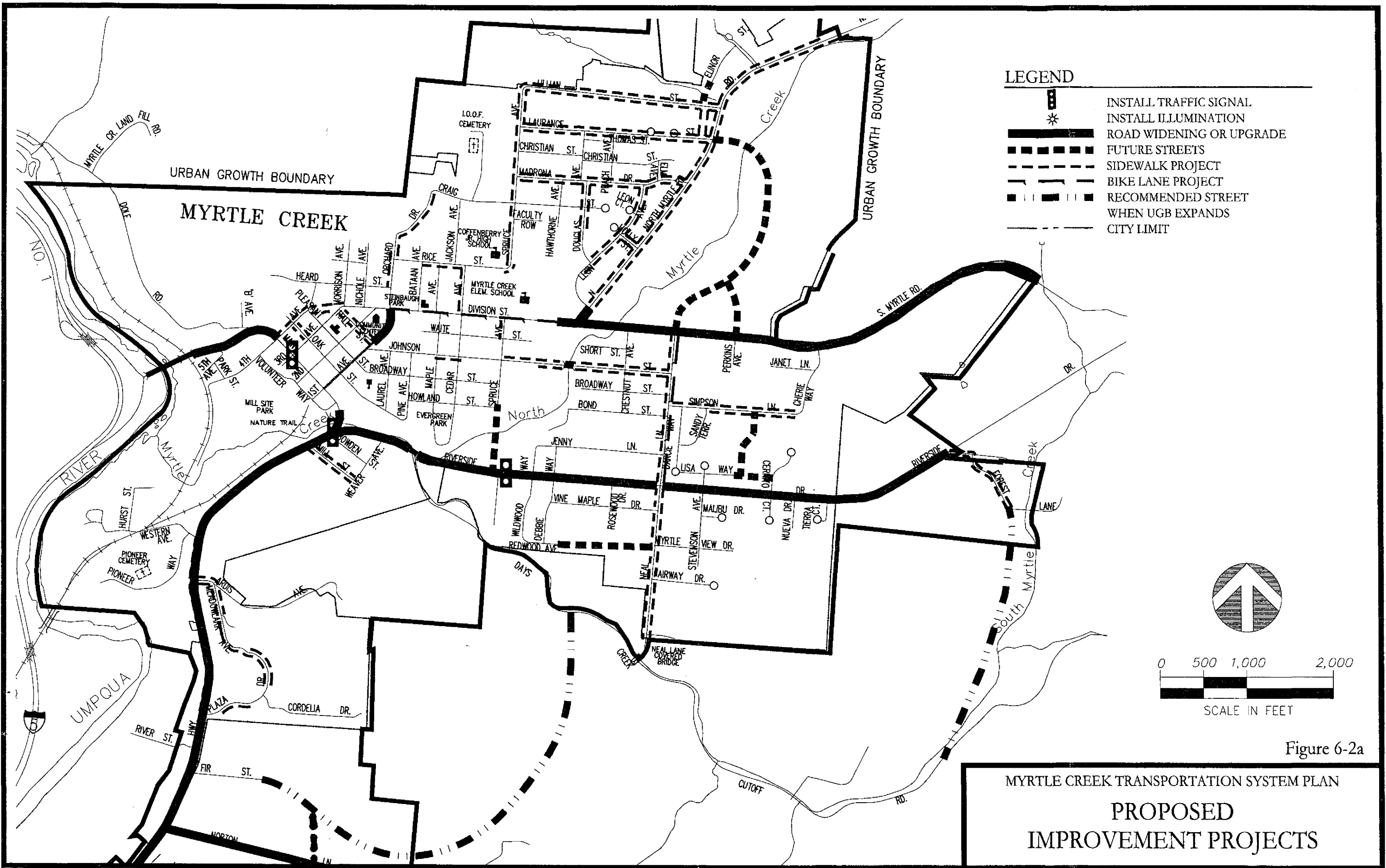


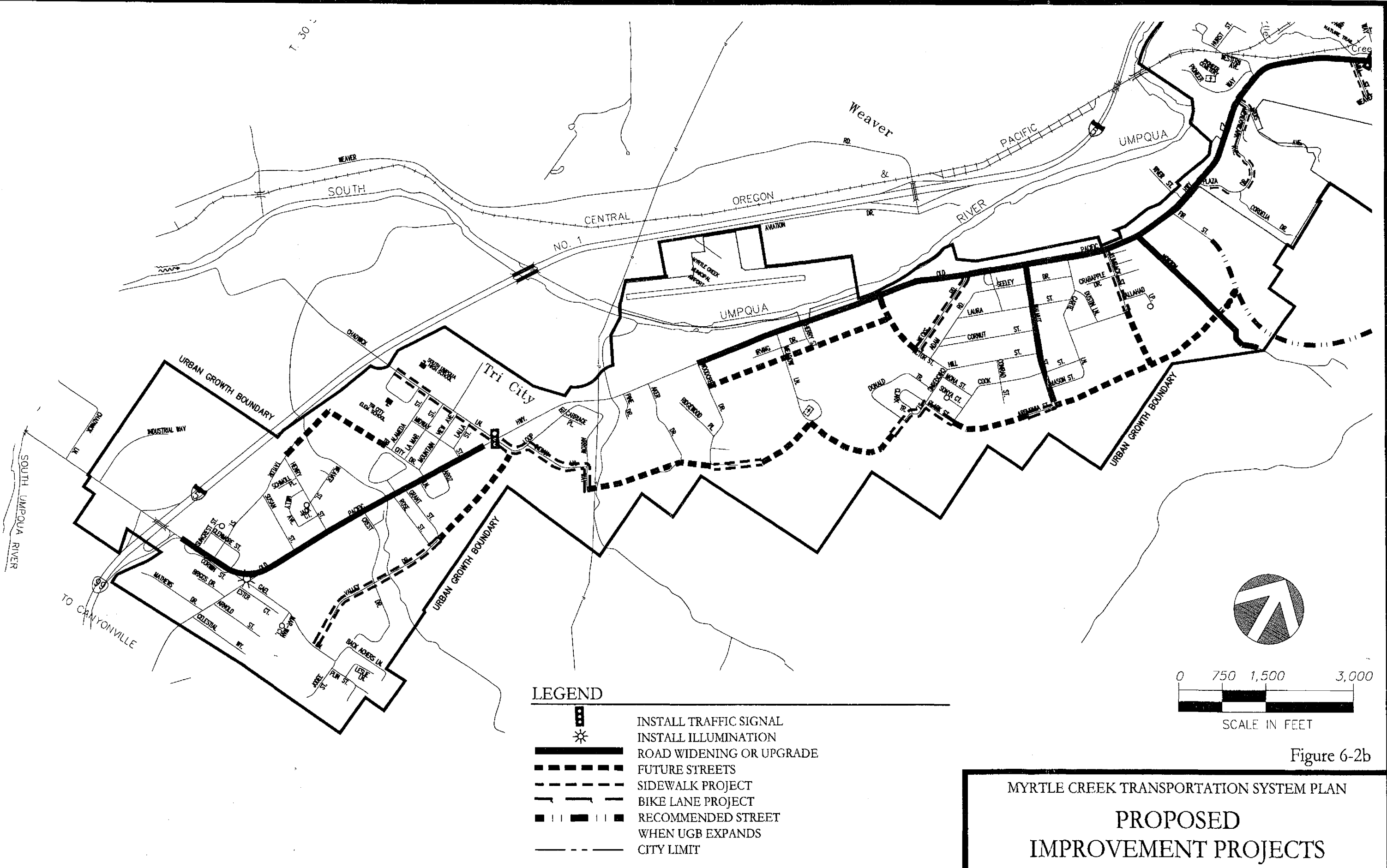
SCALE IN FEET **Figure 6-1b**

MYRTLE CREEK TRANSPORTATION SYSTEM PLAN

**PROGRAMMED  
IMPROVEMENT PROJECTS**

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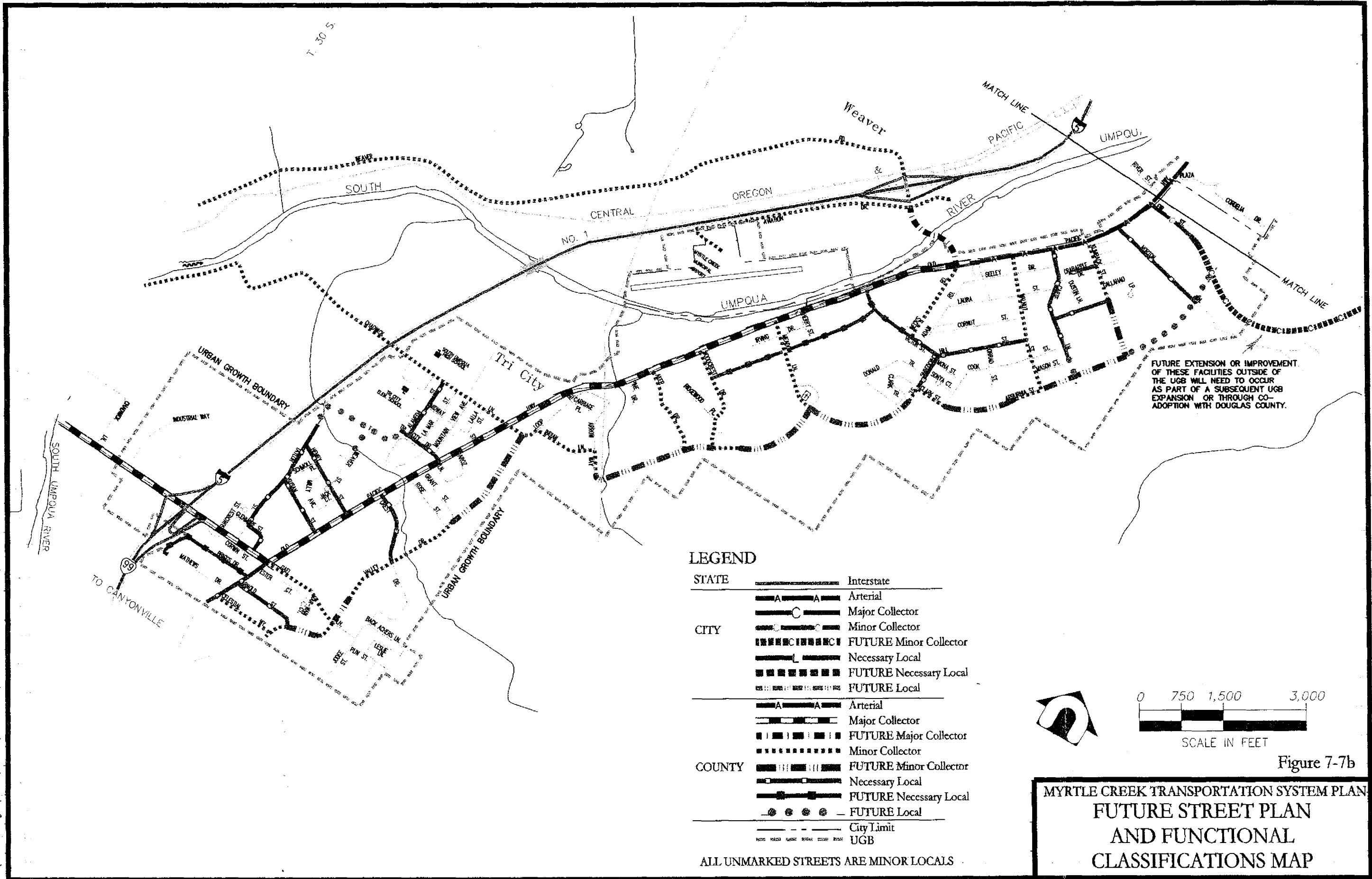


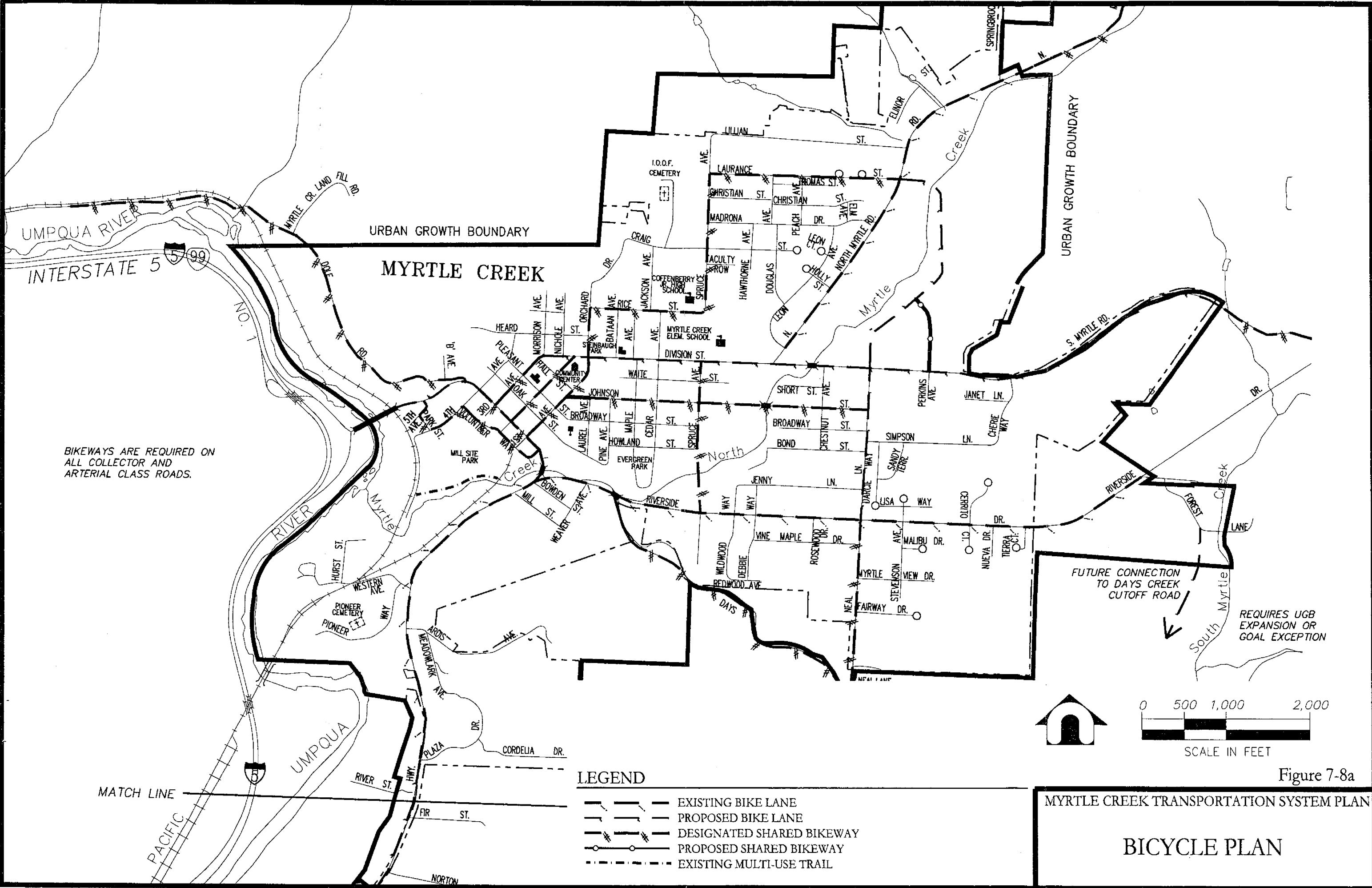


MYRTLE CREEK TRANSPORTATION SYSTEM PLAN  
**PROPOSED  
 IMPROVEMENT PROJECTS**

Figure 6-2b

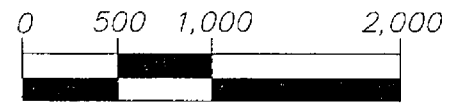






BIKEWAYS ARE REQUIRED ON ALL COLLECTOR AND ARTERIAL CLASS ROADS.

FUTURE CONNECTION TO DAYS CREEK CUTOFF ROAD  
REQUIRES UGB EXPANSION OR GOAL EXCEPTION



SCALE IN FEET

LEGEND

- EXISTING BIKE LANE
- PROPOSED BIKE LANE
- DESIGNATED SHARED BIKEWAY
- PROPOSED SHARED BIKEWAY
- EXISTING MULTI-USE TRAIL

Figure 7-8a

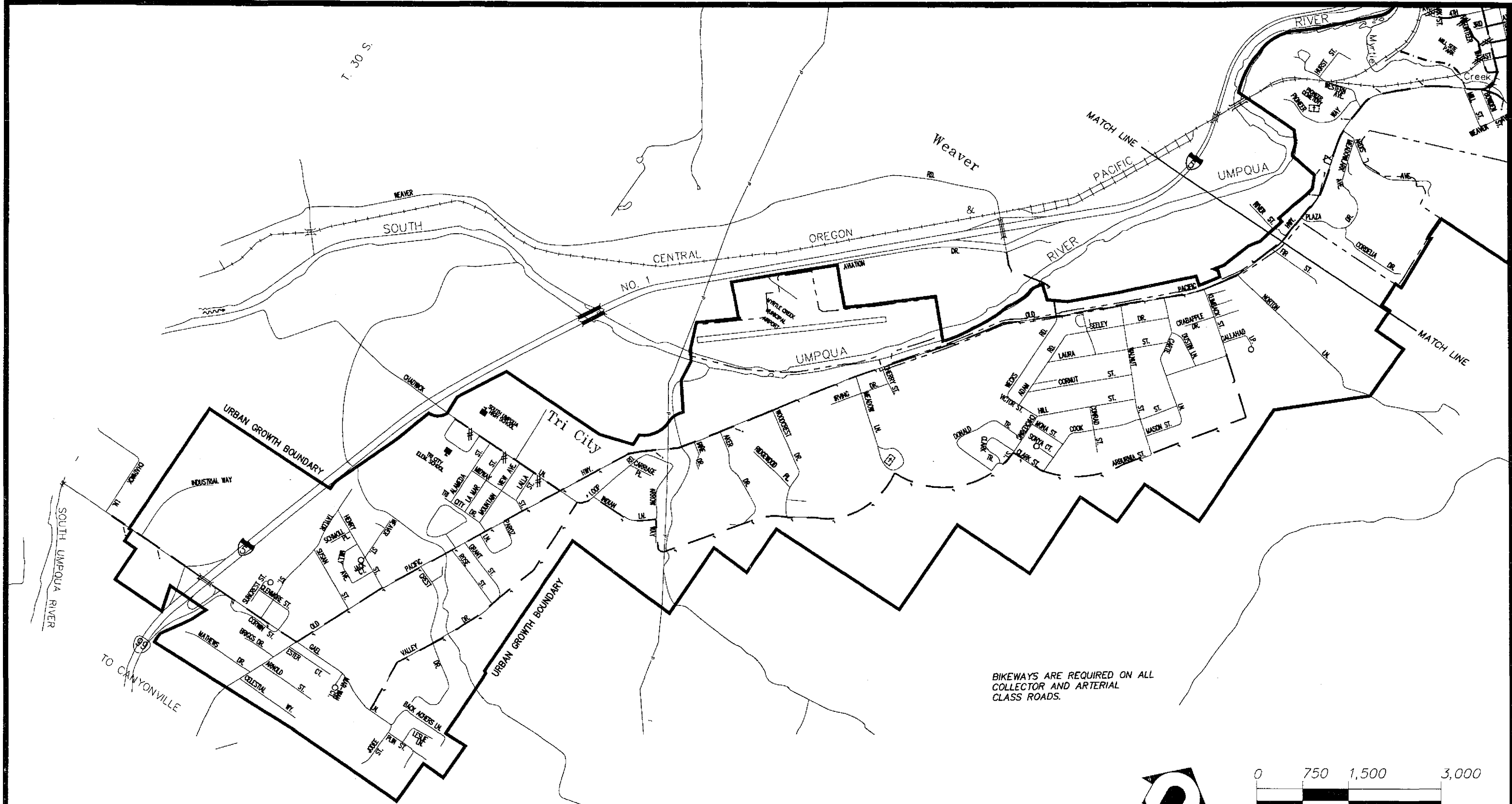
MYRTLE CREEK TRANSPORTATION SYSTEM PLAN

BICYCLE PLAN

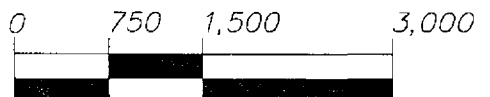
MATCH LINE

PACIFIC

NORTON



BIKEWAYS ARE REQUIRED ON ALL COLLECTOR AND ARTERIAL CLASS ROADS.



SCALE IN FEET

**LEGEND**

- EXISTING BIKE LANE
- PROPOSED BIKE LANE
- DESIGNATED SHARED BIKEWAY
- PROPOSED SHARED BIKEWAY
- EXISTING MULTI-USE TRAIL

Figure 7-8b

MYRTLE CREEK TRANSPORTATION SYSTEM PLAN

**BICYCLE PLAN**



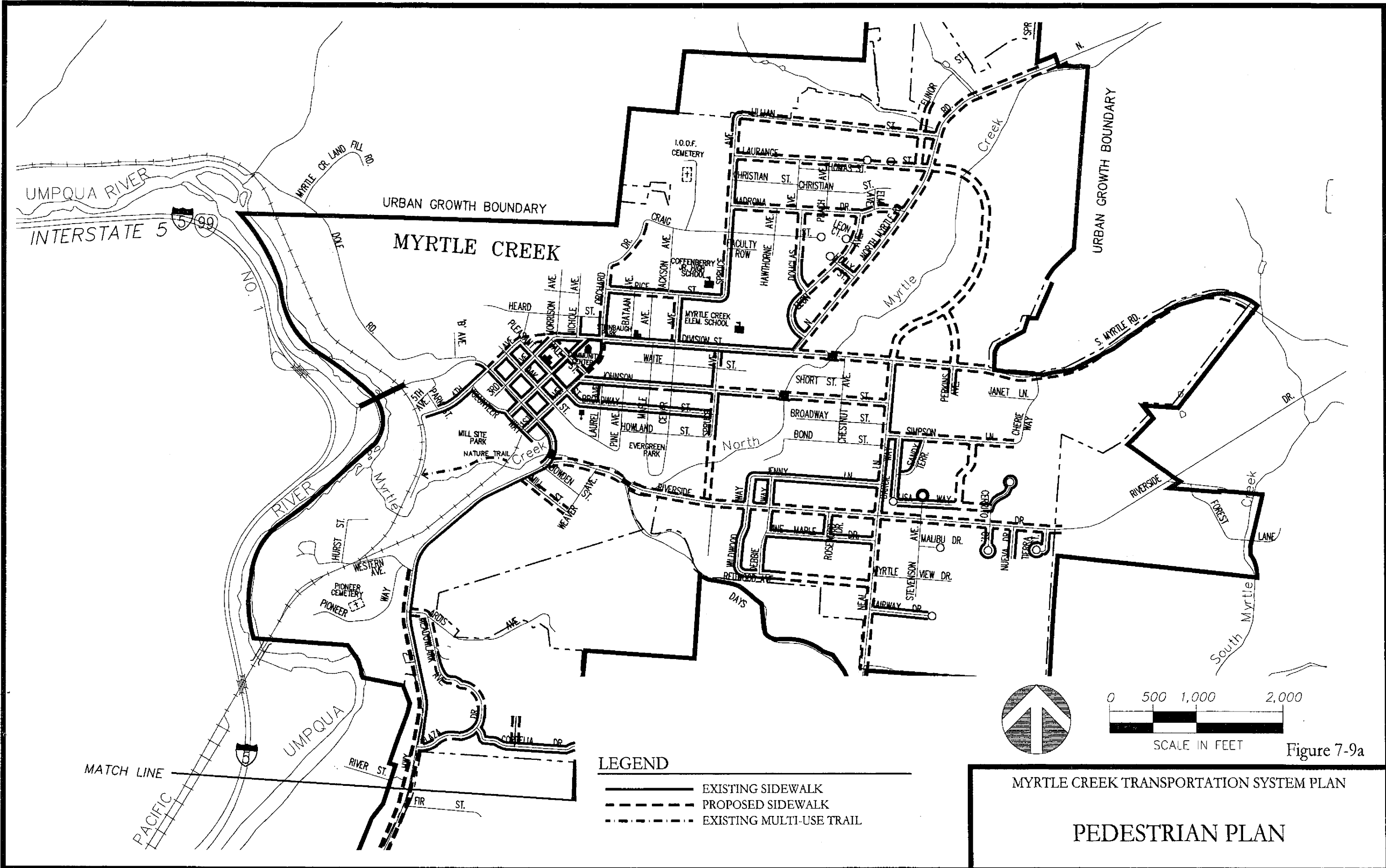
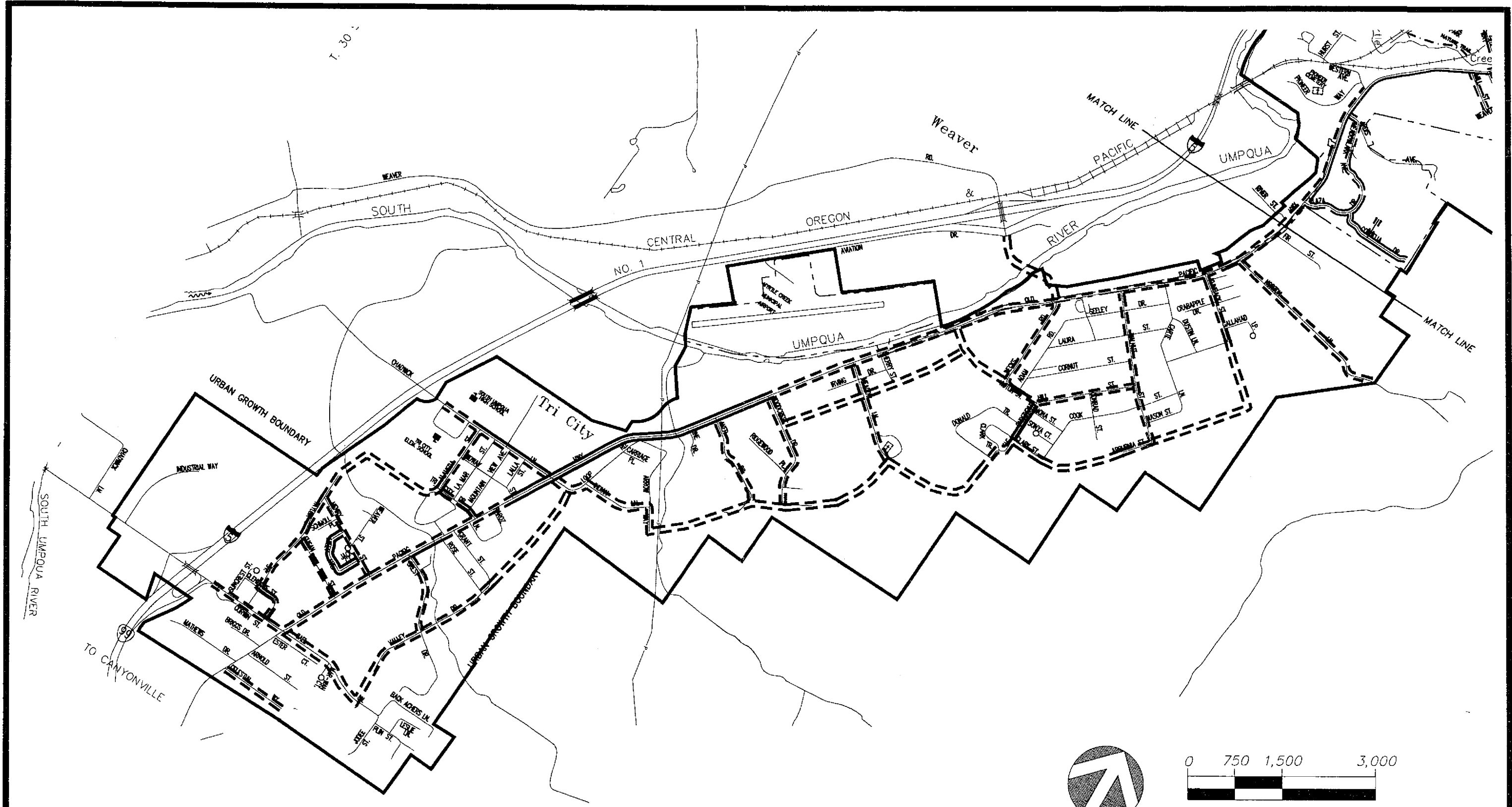


Figure 7-9a

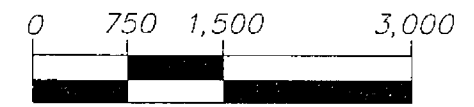
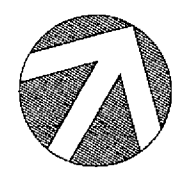
MYRTLE CREEK TRANSPORTATION SYSTEM PLAN

**PEDESTRIAN PLAN**



**LEGEND**

- EXISTING SIDEWALK
- - - - - PROPOSED SIDEWALK
- · - · - EXISTING MULTI-USE TRAIL



SCALE IN FEET

Figure 7-9b

MYRTLE CREEK TRANSPORTATION SYSTEM PLAN

**PEDESTRIAN PLAN**

**ZONING  
ORDINANCE  
AMENDMENTS**

## ***AMENDMENTS TO THE MYRTLE CREEK ZONING ORDINANCE***

### **Article II: Definitions**

#### ***Add the following to Section 2.03.0 Definitions:***

**Access connection:** Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.

**Access management:** The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

**Accessway:** A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.

**Bicycle facilities:** A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways.

**Bikeway:** Any road, path, or way that is some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. The five types of bikeways are:

- 1) **Multi-use path:** A paved 10- to 12-foot wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users. Typically, classified as a Class II bikeway.
- 2) **Bike lane:** A 4- to 6-foot wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles. Typically, classified as a Class I bikeway.
- 3) **Shoulder bikeway:** The paved shoulder of a roadway that is 4 feet or wider, typically shared with pedestrians in rural areas. Typically, classified as a Class III or Class IIIs bikeway.
- 4) **Shared road bikeway:** A travel lane that is shared by bicyclists and motor vehicles. Typically, classified as a Class III or Class IIIs bikeway.
- 5) **Trail:** An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians. Typically, classified as a Class I bikeway.

Cross access: A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

Frontage road: A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street.

Functional classification: A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.

Joint access: A driveway connecting two or more contiguous sites to the public street system.

Lot, flag: A lot not with minimum frontage of not less than twenty-five (25) feet where access to the public road is by a narrow, private right-of-way line.

Pedestrian facilities: A general term denoting improvements and provisions made to accommodate or encourage walking, including walkways, accessways, crosswalks,

Safe and convenient: Routes that are reasonably free from hazards, and provide a reasonably direct route of travel between destinations, considering that the optimum travel distance is generally one-quarter to one-half mile for pedestrians and three miles for bicyclists.

Stub-out (stub-street, street plug): A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.

Transportation Improvement Maintenance: Transportation improvements and maintenance uses permitted in any zone, including: normal operation, maintenance, repair, and preservation activities of existing transportation facilities; installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way; projects specifically identified as not requiring a land use permit; landscaping as part of a transportation facility; emergency measures necessary for the safety and protection of property; acquisition of right-of-way for public roads, highways, and other transportation improvements; and construction of a street or road as part of an approved subdivision or land partition consistent with the applicable land division ordinance.

Walkway: A hard-surfaced area intended and suitable for pedestrians, including sidewalks and the surfaced portions of accessways.

***Modify the following definitions in Section 2.03.0 Definitions:***

STREET: A right-of-way which provides access to adjacent properties for vehicular, pedestrian, public utilities and other such uses. The term "street" shall include such designations as highway, thoroughfare, parkway, throughway, road, avenue, boulevard, lane, court, place or other such terms. A right-of-way 20 feet or less in width shall not be recognized as a street (except for an alley).

- (a) Arterial: A thoroughfare of considerable length primarily for providing through movement to traffic, distributing it to collector streets and principal highways, while providing limited access to adjacent properties. Arterials are designed to handle large volumes of traffic, intercommunication between large areas and with a roadway designed to handle a large volume of traffic. The term "major arterial" refers to interstate traffic highways while "minor arterial" refers to intercity traffic.
- (b) Collector: The primary function of a collector is to move traffic between arterials, collectors, and local streets, and to provide access to adjacent uses. Major collectors help define neighborhoods and land use patterns. Minor collectors move local traffic between minor collectors, major collectors and/or arterial streets. Property access onto minor collectors is typically allowed, while access is often limited along major collectors. A street accumulating traffic from minor streets and re-routing it to an arterial street. Collector roads form barriers between neighborhoods and are designed for higher speeds and traffic volumes than are minor streets.
- (c) Major (Necessary) Local: A necessary local performs the function of a regular local street, except that it provides an essential connection between otherwise isolated areas. The primary function of local streets is to provide access to private dwellings and businesses. A Major (Necessary) local performs the function of a regular local street, except that it provides an essential connection between otherwise isolated areas. Local streets should focus on serving passenger cars, bicycles, and pedestrians. Generally, local streets have two lanes and can include parking on one or both sides. Short roads that are less than 2,400 feet in length and cannot be extended may have a narrower travel way with parking on one side. Transit and heavy truck traffic are generally discouraged from using local streets.
- (d) Local: The primary function of local streets is to provide access to private dwellings and businesses. Local streets should focus on serving passenger cars, bicycles, and pedestrians. Generally, local streets have two lanes and can include parking on one or both sides. Short roads that are less than 2,400 feet in length and cannot be extended may have a narrower travel way with parking on one side.
- (e) Cul-de-sac: A short, dead-end minor street with vehicular turnaround at or near the dead-end.
- (f) Dead-End Street: Similar to cul-de-sac, usually longer, which may be extended, and with no turnaround at the present dead-end. (New dead-end streets require temporary turn-arounds.)
- (g) Alley: A narrow street through a block primarily for vehicular service access to the back or side of properties abutting on another street.

**Article 4: Supplemental District Regulations**

**4.08.0 Off-Street Parking and Loading**

*Page 77, Section 4.08.1 Parking Space Requirements should read:*

Section 4.08.1 Automobile Parking Space Requirements

*Insert a new section (4.08.2 Bicycle & Pedestrian Circulation) and renumber the existing subsections following the insert to reflect the new section:*

Section 4.08.2 Bicycle & Pedestrian Circulation

- A. On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development.
  - (i) Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.
  - (ii) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.
- B. Bicycle parking facilities shall be provided as part of new multi-family residential developments of four units or more and new retail, office, and institutional development within Area 1 of the Urban Growth Boundary. The installation of bicycle parking facilities shall occur as follows:

<u>USE</u>	<u>STANDARD</u>
Multi-Family Residential – 4+	1 space per dwelling unit
Retail	1 space per 10 motor vehicle spaces, or 3,000± sq. ft.
Office	1 space per 10 motor vehicle spaces, or 3,000± sq. ft.
Institutional:	
Elementary or Middle School	1 space per 10 students/employees
High School	1 space per 5 students/employees

- C. Bikeways shall be required along routes designated in the Bicycle Plan Map in the Comprehensive Plan. Refer to Table 9.2 in the Subdivision Ordinance for the affected street-types.
- D. Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel.

**Article 5: Site Review**

***Section 5.01.0 Site Review Procedure should have the following language added after the end of the only paragraph.***

To maintain a process for coordinated review of future land use decisions affecting transportation facilities, corridors and sites, the City shall provide notice to ODOT when the following applications for development have been received:

- (a) Land use applications that require public hearings;
- (b) Subdivision and partition applications;
- (c) Developments generating more than 400 trips per day or accessing directly onto a state transportation facility;

***Section 5.03.1 Street Standards Paragraph 1 and Subsections (1), (4), and (6) should be amended to read:***

The location width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, and to the proposed use of land to be served by the streets. The street system shall be laid out in accordance with the Future Street Plan & Functional Classification Maps and designed to standards to assure adequate traffic circulation that is convenient and safe. Intersection angles, tangents and curves shall be appropriate for the traffic to be carried, considering the terrain. Street determinations shall be made in accordance with the street standards provided and the Future Street Plan & Functional Classification Maps. The criteria contained in the following paragraphs and shall be coordinated consistent with adopted street standards as outlined in the Subdivision Ordinance and will consideration of both solar access to building sites and with the need for utility location. The Planning Commission shall designate the system of collector and arterial streets for the City, stating the future right-of-way width requirements for such streets and adopting said right of way width requirements by reference as part of this Ordinance. Additional setbacks may be required as set forth in Section 6.02.1.



(1) Minimum Right-of-Way Width.

All existing continuous local streets shall be deemed to have insufficient right-of-way if the right-of-way is presently less than 60 feet in width and the street exceeds or is expected to exceed 2,400 feet in length. All other streets In the City shall be deemed to have insufficient or incomplete right-of-way if they are presently less than the standards for the type of street set forth in the Subdivision Ordinance of the City.

(4) Future Extensions of Streets.

Where necessary to give access to or permit a satisfactory future division of adjoining land, a public street ~~may~~ will be extended to the boundary of the development and the resulting dead-end street may be approved without a turnaround. A reserve strip or street plug may be required to preserve the objective of the street extension. The street shall be located to align with any future streets identified in the Future Street Plan & Functional Classification Maps.

(6) Bicycle Routes.

~~As identified in the Bicycle Plan Map, if appropriate to the extension of a system of bicycle routes, existing or planned,~~ the installation of ~~separate street, bicycle lanes within streets, or separate bicycle paths, or bike route signage shall~~ may be required when developing new, or reconstructing existing streets. These new bicycle facilities will provide connections to improve the overall bicycle network for the community. Bicycle lanes shall be between 4- and 6-foot-wide and located on both sides of the street, where practical. Refer to Table 9.2 in the Subdivision Ordinance for affected street-types.

*Page 91, Section 5.03.2 Sidewalks should read:*

SECTION 5.03.2 SIDEWALKS

The sidewalk improvements shall be installed to serve each building site as is required for a subdivision unless alternative pedestrian routes are available and such facilities are not called for in the Pedestrian Plan Map. Required sidewalk widths will vary between 5 and 8 feet, depending on the roadway's functional classification. Refer to Table 9.2 in the Subdivision Ordinance for affected street-types. ~~Or there is no evidence of special pedestrian activity along the streets involved.~~

*Page 107, Section 5.06.1 ACCESS should be amended to read:*

### **Section 5.06.1 ACCESS AND STREET CONNECTIVITY**

Every building hereafter erected or moved shall be on a lot adjacent to a public street, or with access to an approved private street within a Planned Development or a Mobile Home Park [see Sections 5.10.9(1), 5.11.13 (2) and 6.02.3]. All structures shall be located on lots so as to provide safe and convenient access for servicing, fire protection and required off-street parking and loading.

#### ***Insert the following new text after Paragraph 1:***

Access management, street connectivity, and driveway location will help manage access to land development while preserving the movement of people and goods in terms of safety, capacity, functional classification, and performance standards. This section shall apply to all arterials and major collectors within Myrtle Creek and to all properties that abut these roadways. These standards shall be applied to properties in Tri City if and when annexed into the City.

#### **(1) Joint Use Driveways and Cross Access.**

- (a) Adjacent commercial or office properties classified as major traffic generators (i.e. developments generating more than 400 ADT) shall provide a cross access drive and pedestrian access to allow circulation between sites.
- (b) A system of joint use driveways and cross access easements shall be established wherever feasible. The property owner/developer shall provide a development plan to be reviewed and approved by the City. The development plan shall include the following:
  - i. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation.
  - ii. A design speed of 10 mph and a maximum width of 22 feet to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
  - iii. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
  - iv. A unified access and circulation system plan for coordinated or shared parking areas.
  - v. Shared parking areas shall be permitted a 20 percent reduction in required parking spaces if peak demands do not occur at the same time periods.

(c) Pursuant to this section, property owners shall:

- i. Record an easement with the deed for the property which allows cross access to and from other properties served by the joint use driveways and cross access or service drive;
- ii. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.
- iii. Myrtle Creek may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make the development of a unified or shared access and circulation system impractical.

(2) Access Connection and Driveway Design. Driveways shall meet the following standards:

- (a) Access driveways to parking areas having ten (10) or more parking spaces shall be clearly marked to indicate one-way or two-way access.
- (b) One-way driveways [one-way in or one-way out] shall have a minimum width of 12 feet.
- (c) For two-way access, each lane shall have a minimum width of 10 feet.
- (d) Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view, meeting the requirements for clear vision areas. Construction of driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts.
- (e) The length of driveways shall be designed to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.

(3) Nonconforming Access Features. Legal access that does not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards under the following conditions:

- (a) When new access connection permits are requested;
- (b) Changes in use, enlargements or improvements that necessitate a new access permit.

(4) Reverse Frontage Lots

- (a) Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. Direct access to arterials or major collector streets shall not be permitted for reverse frontage lots or parcels.

(5) Number and Location of Access Points

- (a) Number of Accesses Permitted: Access point to a public street shall be the minimum necessary to provide reasonable access while not inhibiting the safe traffic circulation and carrying capacity of the street.

- (i) Excepting single family dwellings and except as further restricted by this Chapter, properties of less than 100 feet of frontage which may be separate or contiguous, shall be limited to one access point.

- (ii) Properties exceeding 100 feet of frontage shall be limited to one access point per each 100 feet of frontage, but not to exceed four access points.

- (b) Driveway location in relation to Intersections. Access driveways to loading and service areas, and to parking areas having ten (10) or more spaces, the minimum distance between driveways and intersections shall be as provided below. Distances listed shall be measured from the stop bar at the intersection.

- (i) At the intersection of a collector or arterial street, driveways shall be located a minimum of 50 feet from the intersection.

- (ii) At the intersection of two local streets, driveways shall be located no closer than 30 feet from the intersection.

- (iii) If the subject property is not of sufficient width to allow for separation between driveway and intersection as provided, the driveway shall be constructed as far from the intersection as possible, while maintaining the 5-foot setback between the driveway and property line as required.

- (c) Driveway location in Relation to Intersections for Single Family Dwellings. The minimum distance between driveways and intersections shall be 30 feet.

- (i) If the subject property is not of sufficient width to allow for separation between driveway and intersection as provided, the driveway shall be constructed as far from the intersection as possible, while maintaining the 5-foot setback between the driveway and property line as required.

- (d) Driveway location in relation to Lot Lines. Access driveways shall not be located closer than five (5) feet to an interior side lot line, except that common access driveways (not exceeding forty (40) feet in width) to two adjacent properties may be provided at the common lot line when a common driveway agreement is executed and recorded with the City.
- (6) Driveway location in Relation to Adjacent Driveways. One-way driveways to parking areas having ten (10) or more spaces shall not be located closer than twenty feet to any other one-way driveway, nor closer than thirty-five (35) feet to any two-way driveway. Two-way driveways to parking areas having ten or more spaces shall not be closer than fifty (50) feet from any other two-way driveway, nor closer than thirty-five (35) feet from any one-way driveway.

***Page 113, Section 5.08.1 Traffic subsection (1) should be amended to read:***

- (1) The grouping of commercial uses into clusters or centers will be encouraged in order to avoid strip commercial development along arterials and highways, except in the downtown area where walkable “main streets” with pedestrian-oriented, strip commercial development is appropriate.

**Article 5: Site Review Procedures and Standards**

***Insert the following new two sections into Article 5: Site Review Procedures and Standards***

**SECTION 5.11.14, ACCESS PERMITS**

- 1. Access Permits Required. Access to a public street requires an Access Permit in accordance with the following procedures:
  - (a) Permits for access to City streets shall be subject to review and approval by the City’s Public Works Department. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval.
  - (b) Permits for access to State highways shall be subject to review and approval by Oregon Department of Transportation (ODOT).
  - (c) Permits for access to County highways shall be subject to review and approval by Douglas County, except where the County has delegated this responsibility to the City, in which case the City shall determine whether access is granted based on adopted City standards.

#### SECTION 5.11.15 TRAFFIC IMPACT STUDIES

A. An applicant shall submit a traffic impact study when a proposed land use action affects a transportation facility. The following vehicle trip generation thresholds shall determine the level and scope of transportation analysis required for a new or expanded development:

1. Transportation Impact Study: If a proposed land division or development will generate 400 or more daily trip ends\*, then a Transportation Impact Study (TIS) shall be required. The requirements of a TIS shall be established by ODOT and the County Public Works Department.
2. Projects that generate less than 400 daily trip ends may also be required to provide a TIS or traffic analysis when, in the opinion of ODOT and the County Public Works Department, a capacity problem and/or safety concern is caused and/or is adversely impacted by the proposed development.

\*Trip ends as defined by the Institute of Transportation Engineers (ITE), Trip Generation Manual, 6<sup>th</sup> Edition (or subsequent document updates), or trip generation studies of comparable uses prepared by an engineer.

#### **Section 8.05.0 Amendments and Zone Changes**

*Insert the following new section into Article 8: Amendments and Zone Changes:*

#### SECTION: 8.05.0 AMENDMENTS AFFECTING TRANSPORTATION FACILITIES.

A. A Plan or land use regulation amendment significantly affects a transportation facility if it:

1. Changes the functional classification of an existing or planned transportation facility;
2. Changes standards implementing a functional classification system;
3. Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility;  
or
4. Would reduce the performance standards of the facility below the minimum acceptable level identified in the Transportation System Plan.

- B. Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and performance standards of the facility identified in the Transportation System Plan.
1. The proposed amendment shall comply with the Statewide Planning Goals and applicable Administrative Rules, which include OAR 660-12, Transportation Planning Rule. The applicant shall certify the proposed land use designations, densities or design standards are consistent with the function, capacity and performance standards for roads identified in the City Transportation System Plan.
  2. The applicant shall cite the identified Comprehensive Plan function, capacity and performance standard of the road used for direct access and provide findings that the proposed amendment will be consistent with the City Transportation System Plan;
  3. The jurisdiction providing direct access (City, County or ODOT) may require the applicant to submit a Traffic Impact Study (TIS) certified by a Traffic Engineer that supports the findings used to address Section 8.05.0(B)1. above.

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**SUBDIVISION  
ORDINANCE  
AMENDMENTS**



## **AMENDMENTS TO MYRTLE CREEK SUBDIVISION ORDINANCE**

### **Article I: Section 1.030. Definitions**

*Add the same definitions as listed above in Section 2.03.0 Definitions of the Zoning Ordinance.*

*Delete the Definition of streets and replace with the following language:*

STREET: An improved public or private right-of-way which provides access to adjacent properties for vehicular, pedestrian, public utilities and other such uses. The term "street" shall include such designations as highway, thoroughfare, parkway, throughway, road, avenue, boulevard, lane, court, place or other such terms. A right-of-way 20 feet or less in width shall not be recognized as a street (except for an alley).

- A. Arterial: A thoroughfare of considerable length primarily for providing through movement to traffic, distributing it to collector streets and principal highways, while providing limited access to adjacent properties. Arterials are designed to handle large volumes of traffic.
- B. Collector: The primary function of a collector is to move traffic between arterials, collectors, and local streets, and to provide access to adjacent uses. Major collectors help define neighborhoods and land use patterns. Minor collectors move local traffic between minor collectors, major collectors and/or arterial streets. Property access onto minor collectors is typically allowed, while access is often limited along major collectors. Collector roads form barriers between neighborhoods and are designed for higher speeds and traffic volumes than are minor streets.
- C. Major (Necessary) Local: A necessary local performs the function of a regular local street, except that it provides an essential connection between otherwise isolated areas. The primary function of local streets is to provide access to private dwellings and businesses. ~~A Major (Necessary) local performs the function of a regular local street, except that it provides an essential connection between otherwise isolated areas.~~ Local streets should focus on serving passenger cars, bicycles, and pedestrians. Generally, local streets have two lanes and can include parking on one or both sides. ~~Short roads that are less than 2,400 feet in length and cannot be extended may have a narrower travel way with parking on one side.~~ Transit and heavy truck traffic are generally discouraged from using local streets.
- D. Local: The primary function of local streets is to provide access to private dwellings and businesses. Local streets should focus on serving passenger cars, bicycles, and pedestrians. Generally, local streets have two lanes and can include parking on one or both sides. Short roads that are less than 2,400 feet in length and cannot be extended may have a narrower travel way with parking on one side.
- E. Cul-de-sac: A short, dead-end minor street with vehicular turnaround at or near the dead-end.

- F. Dead-End Street: Similar to cul-de-sac, usually longer, which may be extended, and with no turnaround at the present dead-end. (New dead-end streets require temporary turn-arounds.)
- G. Alley: A narrow street through a block primarily for vehicular service access to the back or side of properties abutting on another street.

**Article 2: Tentative Subdivision Plan**

**Section 2.021. Existing Conditions add the following:**

- 5. The location of adjacent roadways or driveways on adjacent properties.

**Section 2.022. Proposed Plan of Subdivision amend subsection 1 to read:**

The location, width, names, approximate grades and radii of curves of proposed streets. The relationship of streets to projected streets as shown on ~~any development plan or, if no complete development plan is in effect in the area, as suggested by the Planning Commission to assure adequate traffic circulation~~ the Future Street Plan & Functional Classification Maps.

**Article 7: Design Standards**

**Insert new section 7.015. Subdivision General Standards, which reads:**

**Section 7.015. Subdivision General Standards**

- 1. A subdivision shall conform to the following standards:
  - A. Each proposed lot must be buildable in conformance with the requirements of this ordinance and all other applicable regulations.
  - B. Each lot shall abut a public street for the required minimum lot frontage for the zoning district where the lots are located.
  - C. If any lot abuts a street right-of-way that does not conform to the design specifications of this ordinance, the owner may be required to dedicate up to one-half of the total right-of-way required by this ordinance.
  - D. Lot Width-to-Depth Ratios: To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed 3 times its width (or 4 times its width in rural areas) unless there is a topographical or environmental constraint or an existing man-made feature such as a railroad line.
- 2. Further subdivision of the property shall be prohibited unless the applicant submits a plat or development plan in accordance with the requirements of this ordinance.

***Amend Section 7.020 Streets to read as follows:***

1. General: The location width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, and to the proposed use of land to be served by the streets. The street system shall be laid out in accordance with the Future Street Plan & Functional Classification Maps to assure adequate traffic circulation that is convenient and safe. Intersection angles, tangents and curves shall be appropriate for the traffic to be carried, considering the terrain. Street determinations shall be made in accordance with the street standards provided in the Future Street Plan & Functional Classification Maps. ~~†The criteria contained in the following paragraphs and shall be coordinated with adopted street standards as outlined in the Subdivision Ordinance and will consideration of both solar access to building sites and with the need for utility location. The Planning Commission shall designate the system of collector and arterial streets for the City, stating the future right-of-way width requirements for such streets and adopting said right-of-way width requirements by reference as part of this Ordinance.~~ Additional setbacks may be required as set forth in Section 6.02.1 of the Zoning Ordinance. Where appropriate location of streets within and/or adjacent to a development is not shown in the Comprehensive Plan (Future Street Plan & Functional Classification Maps), the arrangement of streets shall either:
  - A. Provide for the continuation of appropriate projection of existing principal streets in surrounding areas; or
  - B. Conform to a plan for the neighborhood approved or adopted by the Planning Commission to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.
2. Minimum Right-of-way and Roadway Width: Unless otherwise indicated, the street right-of-way and roadway widths shall not be less than the minimum width in feet shown in the following table, except:
  - A. Where conditions, particularly topography or the size and shape of the tract, make it impractical to otherwise provide buildable sites, narrower right-of-way may be accepted, ordinarily not less than fifty (50) feet. If necessary, slope easements may be required.
  - B. Where it is determine that two-level streets best serve lots in the Residential Hillside District (R-H), the right-of-way shall be of sufficient width to provide, on each level, space for one sidewalk and a minimum width of twenty feet for pavement, curbs and drainage facilities. Between the two street levels and out to the right-of-way lines there shall be space for all cut and fill slopes.
  - C. Paths and Bicycle Ways: To provide appropriate circulation, an accessway for pedestrians and bicycles shall be required to connect to all cul-de-sacs. Accessways are also required to allow passage between unusually long or oddly shaped blocks.

(2) Reverse Frontage Lots *The following sections down to the Minimum Street Width table were moved to Subdivision Ordinance, Article VII, Design Standards, for consistency – need to be renumbered according*

- (a) Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification. Direct access to arterials or major collector streets shall not be permitted for reverse frontage lots or parcels.
- (b) When a residential subdivision is proposed which abuts an arterial, it shall be designed so the lots abutting the arterial will only take access from a frontage road or interior local road. A planting screen easement or buffer yard at least ten (10) feet wide, across which there shall be no rights of access, may be required along the line of lots abutting such traffic arterial. Such area shall be considered the rear portion of the lot or parcel. The planting screen easement or buffer yard shall not be located within the public right-of-way.

(3) Flag Lot Standards

- (a) Flag lots shall not be permitted when the result would be to increase the number of properties requiring direct and individual access connections to the State Highway System or other arterials unless the property would otherwise be landlocked.
- (b) Flag lots may be permitted for residential development when necessary to achieve planning objectives, such as reducing direct access to roadways, providing internal platted lots with access to a residential street, or preserving natural or historic resources, under the following conditions:
  - (i) Flag lot driveways shall be separated by a minimum of 120 feet (twice the minimum lot width). Adjacent, or side-by-side, flag lot driveways shall not be permitted.
  - (ii) The flag lot driveway shall have a minimum width of 12 feet and maximum width of 20 feet.
  - (iii) In no instance shall flag lots constitute more than 10 percent of the total number of building sites in a recorded or unrecorded plat, or three lots or more, whichever is greater.
  - (iv) The lot area occupied by the flag driveway shall not be counted as part of the required minimum lot area of that zoning district.
  - (v) No more than one flag lot shall be permitted per private right-of-way or access easement.

**TABLE 9-1. MINIMUM STREET WIDTHS**

Type of Street	Right-of-Way Width	Roadway Width
Arterial	80-120 feet	40-52 feet
<u>within CBD (downtown)</u>	<u>64 feet</u>	<u>46 feet</u>
<u>Non-CBD</u>	<u>80 feet</u>	<u>48 feet</u>
Collector		<del>36-48 feet</del>
<u>Major Collector</u>	60-80 feet	36-46 feet
<u>Minor Collector</u>	<u>60-80 feet</u>	36-40 feet
<del>Minor Street</del> <u>Local Street</u>		
<del>-continuous minor street</del> <u>Major (Necessary)</u>	<del>50-60</del> <u>60 feet</u>	34-36 feet
<u>Local</u>		
-minor street less than 2,400 feet in length which cannot be extended	50 feet	28 feet
Radius for turn-around at end of cul-de-sacs	50 feet	40 feet
Alleys	20 feet	20 feet

**Section 7.020. Streets**

*Add new subsections 3., 4., 5., 6. and 7. to read as follows:*

3. Future Extensions of Streets: Where necessary to give access to or permit a satisfactory future division of adjoining land, a public street will be extended to the boundary of the development and the resulting dead-end street may be approved without a turnaround. A reserve strip or street plug may be required to preserve the objective of the street extension. A turnaround will be required if the dead-end street is more than 100 feet from an intersection. The street shall be located to align with any future streets identified in the Future Street Plan & Functional Classification Maps.
4. Bicycle Routes: As identified in the Bicycle Plan Map, bicycle lanes within streets, separate bicycle paths, or bike route signage shall be required when developing new, or reconstructing existing streets. These new bicycle facilities will provide connections to improve the overall bicycle network for the community. Bicycle lanes shall be 4 to 6 feet wide and located on both sides of the street, where practical. Refer to Table 9.2 for affected street-types.
5. Sidewalks: Sidewalk improvements shall be installed to serve each building site as is required for a subdivision unless alternative pedestrian routes are available and such facilities are not called for in the Pedestrian Plan Map. Required sidewalk widths shall vary between 5 and 8 feet, depending on the roadway's functional classification. Refer to Table 9.2 for affected street-types.

6. Shared Access. Subdivisions with frontage on an arterial or major collector shall be designed to indirectly access the roadway via a secondary lower classification road. If access via a secondary road is infeasible, the partition or other land division shall utilize a single shared access onto the arterial or major collector. ***This item moved to Subdivision Ordinance, Article VII, Design Standards, for consistency***
  
7. Connectivity. The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as identified in the Future Street Plan & Functional Classification Maps. ***This item moved to Subdivision Ordinance, Article VII, Design Standards, for consistency***
  - A. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs more than 100 feet from an intersection shall be provided with a temporary turn-around, unless specifically exempted by the City Engineer, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
  
  - B. Collector and local residential streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets.
  
8. Cul-de-sacs and Accessways. ***This entire item moved to Subdivision Ordinance, Article VII, Design Standards, for consistency***
  - (a) Cul-de-sacs or permanent dead-end streets may be used as part of a development plan; however, through streets are encouraged except where topographical, environmental, or existing adjacent land use constraints make connecting streets infeasible. Where cul-de-sacs are planned, accessways shall be provided connecting the ends of cul-de-sacs to each other, to other streets, or to neighborhood activity centers.
  
  - (b) For subdivision developments creating blocks of 1,000 feet or more, accessways for pedestrians and bicyclists shall be 10 feet wide and located within a 20-foot-wide right-of-way or easement. If the streets within the subdivision are lighted, the accessways shall also be lighted. Stairs or switchback paths may be used where grades are steep.

**Renumber remaining subsections of 7.02.0. Streets**

**Delete 7.020. subsection 12. Marginal Access Streets.**

**Section 8.030 Improvements in Subdivisions**

**Amend subsection 1. as follows:**

1. Streets: Public streets, including alleys, within the subdivision and public streets adjacent but only partially within the subdivision shall be improved to street standards. Catch basins shall be installed and connected to drainage tile leading to storm sewers or drainage ways. Upon completion of the street improvement, monuments shall be re-established and protected in monument boxes at every public street intersection and all points of curvature and points of tangency of their center lines. Streets shall meet the following standards within the Myrtle Creek UGMA Planning Area 1:

**Add Table 9.2**

**TABLE 9-2. 2005 MYRTLE CREEK STREET STANDARDS**

<b>Classification</b>	<b>Total Right-of-Way Width (feet)</b>	<b>Pavement Width (feet)</b>	<b>Number of Lanes</b>	<b>On-street Parking</b>	<b>Bike Lanes (feet)</b>	<b>Sidewalk Width (feet)</b>
Arterial	80	48	3 (2 + 1 TWLTL <sup>1</sup> )	None	6 - both sides	5 - both sides
Arterial (CBD)	64	46	2	8 - both sides	None	8 - both sides
Major Collector	60-80	46	2	8 - one side	4 to 6 - both sides	5 - both sides
Minor Collector	60	40	2	8 - both sides	None	5 - both sides
Necessary (Major) Local	60	36	2	8 - both sides	None	5 - both sides
Local <sup>2</sup>	50	28	2 - 10' Travelways	8 - one side	None	5 - both sides

1. TWLTL = two-way, left-turn lane.  
 2. 28' are allowed when the street is <2,400 feet in length and cannot be extended.

**Add Street Standard Diagrams (Figures 7-1 to 7-4 from Draft TSP)**

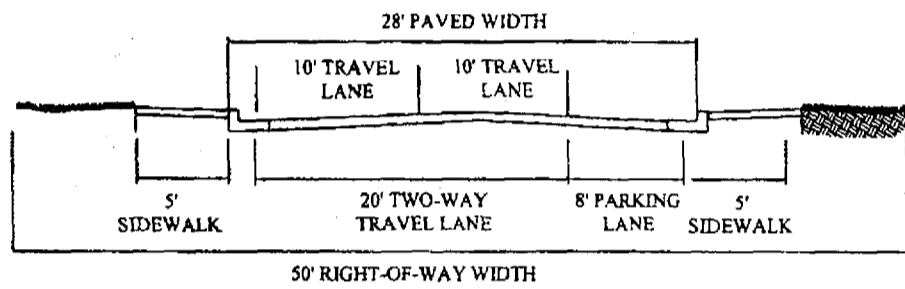
**SECTION A : LOCAL**

**NOTES:**

28' are allowed when the street is <2,400 feet in length and cannot be extended.

Curbside sidewalks may be allowed when ROW is insufficient for planting strips, or at the discretion of the City Engineer.

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.



**SECTION B : MAJOR (NECESSARY) LOCAL**

**NOTES:**

Parking may be restricted at intersections with Arterials and Major Collectors to provide turn lanes.

Curbside sidewalks may be allowed when ROW is insufficient for planting strips, or at the discretion of the City Engineer.

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.

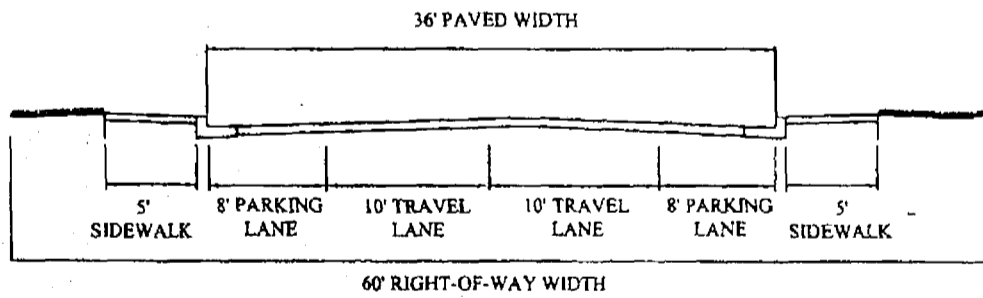


Figure 7-1

**MYRTLE CREEK TRANSPORTATION  
SYSTEM PLAN**

**Local Streets  
MYRTLE CREEK STANDARDS**

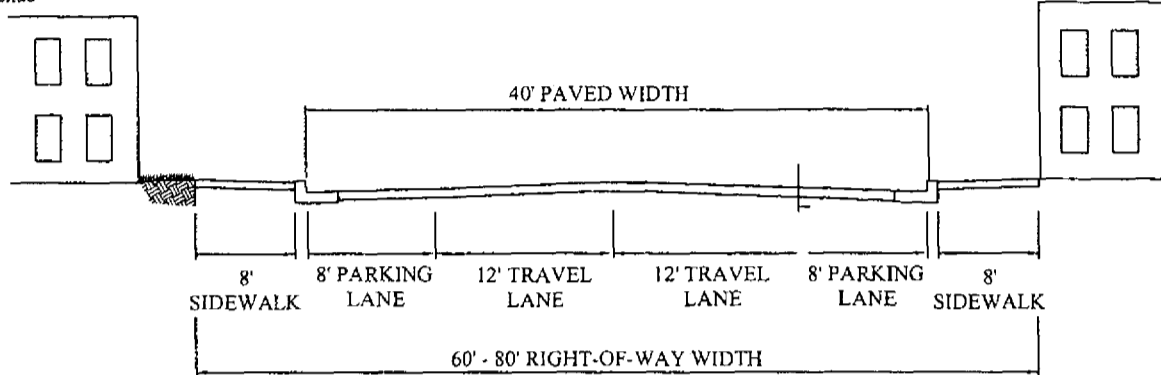


**SECTION C: MINOR COLLECTOR**

**NOTES:**

8' sidewalks are standard in the CBD.

1st Avenue  
2nd Avenue  
3rd Avenue



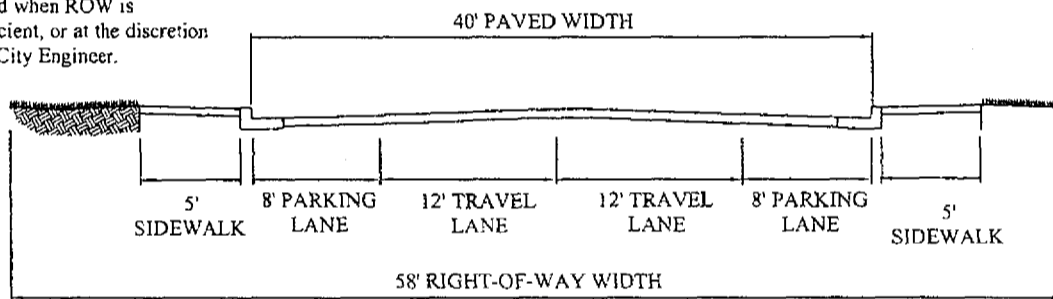
Spruce Avenue  
Neal Lane  
Neal Lane Extension

Rice Street  
Laurance Street  
Johnson Street

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.

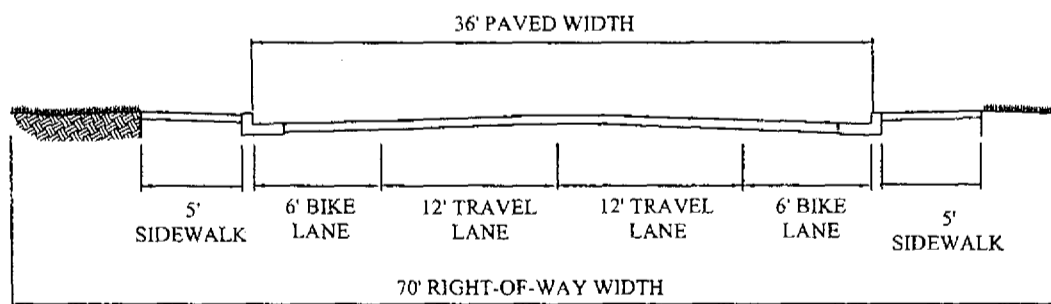
**NOTES:**

Curbside sidewalks may be allowed when ROW is insufficient, or at the discretion of the City Engineer.



Dole Road  
Future Collector parallel to N. Myrtle Drive

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.



**NOTES:**

Curbside sidewalks may be allowed when ROW is insufficient, or at the discretion of the City Engineer.

Figure 7-2

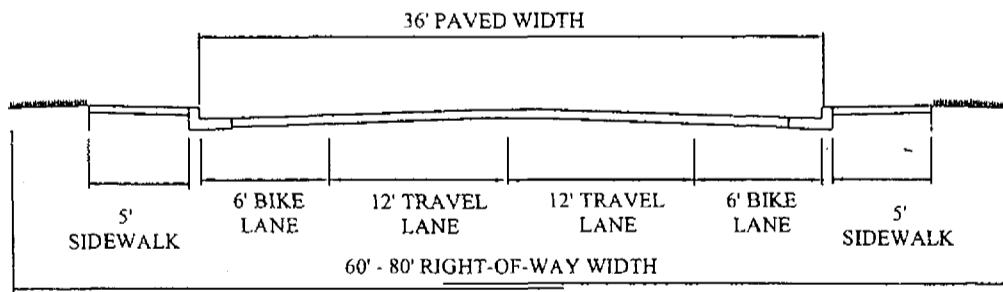
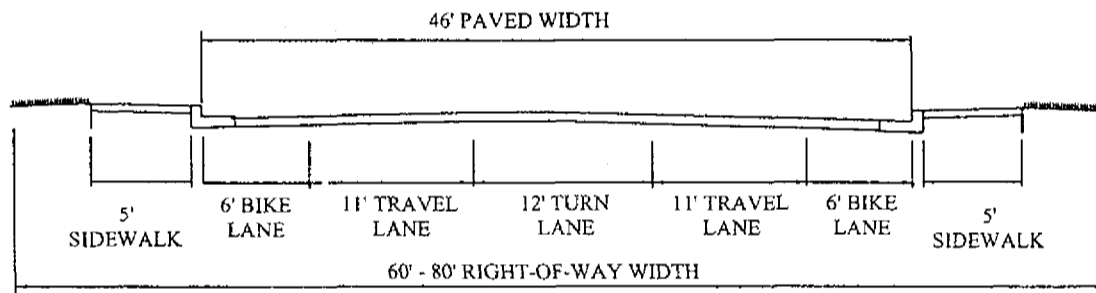
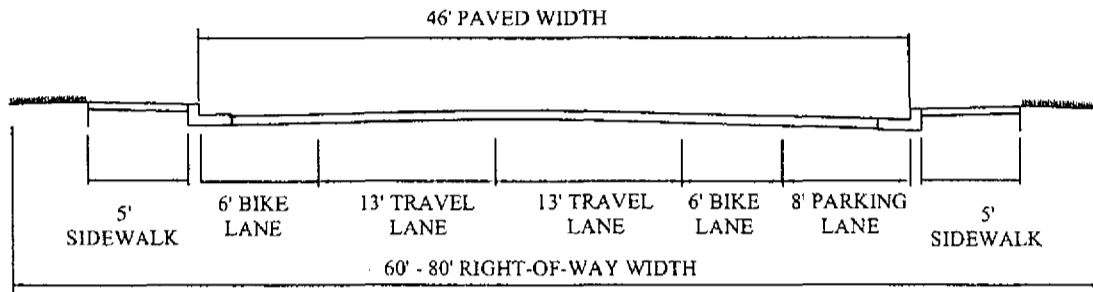
**MYRTLE CREEK TRANSPORTATION SYSTEM PLAN**

**Minor Collector Streets  
MYRTLE CREEK STANDARDS**

**SECTION D: MAJOR COLLECTOR**

Division Street - S. Myrtle Road  
 N. Myrtle Drive (from Division to Lillian)

NOTES:  
 Curbside sidewalks may be allowed when ROW is insufficient, or at the discretion of the City Engineer.



Riverside Drive  
 N. Myrtle Drive (from Lillian to City limits)

Figure 7-3

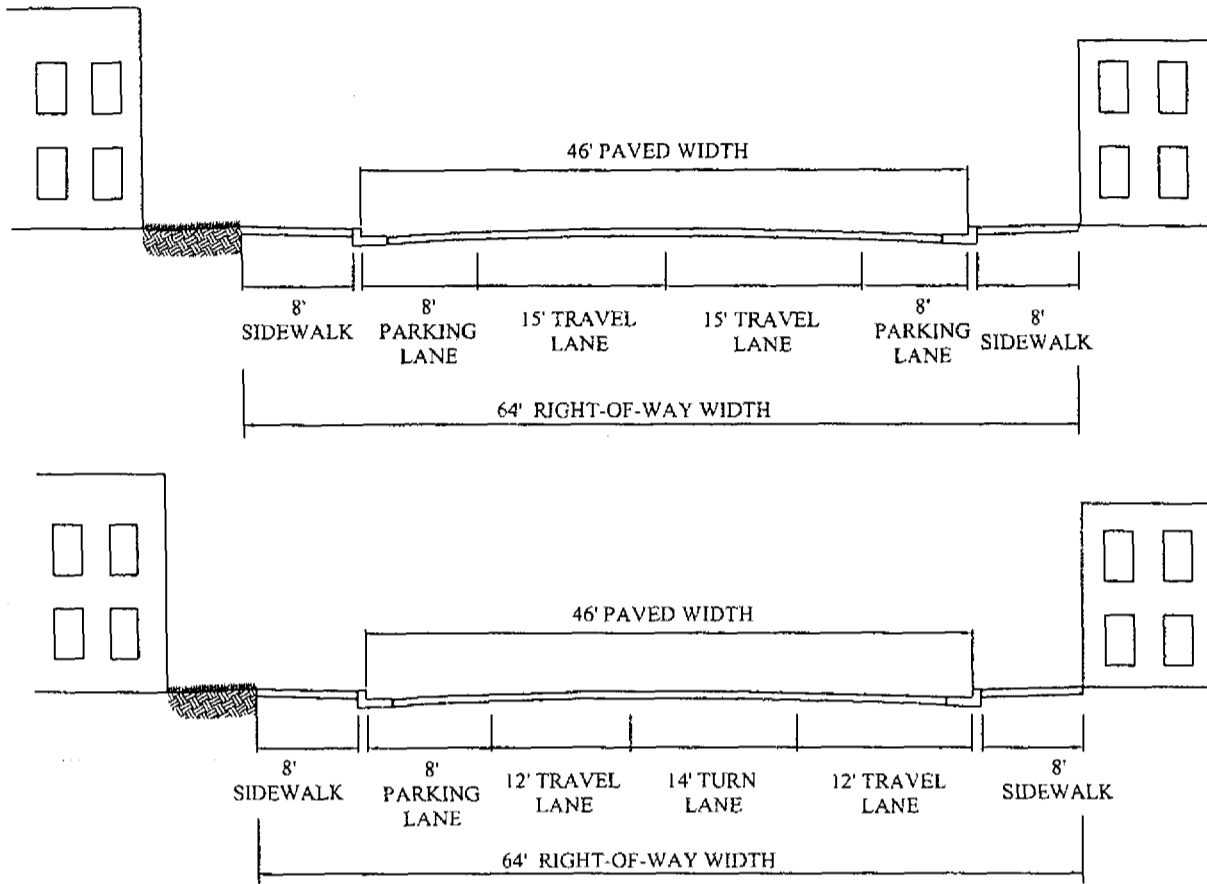
NOTES:  
 Curbside sidewalks may be allowed when ROW is insufficient, or at the discretion of the City Engineer.

**MYRTLE CREEK TRANSPORTATION  
 SYSTEM PLAN**

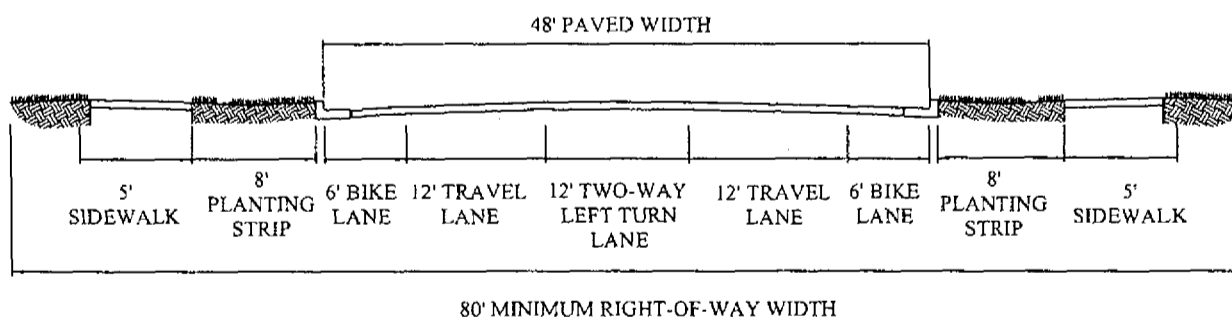
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**Major Collector Streets  
 MYRTLE CREEK STANDARDS**

**SECTION E: ARTERIAL STREET (CBD)**



**SECTION F: ARTERIAL STREET (NON-CBD)**



**NOTES:**

Curbside sidewalks may be allowed when the ROW is insufficient for planting strips.

PLANTING STRIPS ARE OPTIONAL; NOT REQUIRED.

Figure 7-4

**MYRTLE CREEK TRANSPORTATION SYSTEM PLAN**

**Arterial Streets  
CBD And Non-CBD  
MYRTLE CREEK STANDARDS**

**Section 8.030 Improvements in Subdivisions**

*Add Subsection 2 Access and Connectivity and renumber the rest of this section.*

**Section 8.030.2 ACCESS AND CONNECTIVITY**

Every building hereafter erected or moved shall be on a lot adjacent to a public street, or with access to an approved private street within a Planned Development or a Mobile Home Park [see Sections 5.10.9(1), 5.11.13 (2) and 6.02.3]. All structures shall be located on lots so as to provide safe and convenient access for servicing, fire protection and required off-street parking and loading.

*Insert the following new text:*

Access management, street connectivity, and driveway location will help manage access to land development while preserving the movement of people and goods in terms of safety, capacity, functional classification, and performance standards. This section shall apply to all arterials and major collectors within Myrtle Creek and to all properties that abut these roadways. These standards shall be applied to properties in Tri City if and when annexed into the City.

1. Joint Use Driveways and Cross Access.
  - (a) Adjacent commercial or office properties classified as major traffic generators (i.e. developments generating more than 400 ADT) shall provide a cross access drive and pedestrian access to allow circulation between sites.
  - (b) A system of joint use driveways and cross access easements shall be established wherever feasible. The property owner/developer shall provide a development plan to be reviewed and approved by the City. The development plan shall include the following:
    - i. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation.
    - ii. A design speed of 10 mph and a maximum width of 22 feet to accommodate two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles;
    - iii. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;
    - iv. A unified access and circulation system plan for coordinated or shared parking areas.

- v. Shared parking areas shall be permitted a 20 percent reduction in required parking spaces if peak demands do not occur at the same time periods.

(c) Pursuant to this section, property owners shall:

- i. Record an easement with the deed for the property which allows cross access to and from other properties served by the joint use driveways and cross access or
- ii. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.
- iii. Myrtle Creek may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make the development of a unified or shared access and circulation system impractical.

2. Access Connection and Driveway Design. Driveways shall meet the following standards:

- (b) Access driveways to parking areas having ten (10) or more parking spaces shall be clearly marked to indicate one-way or two-way access.
- (c) One-way driveways [one-way in or one-way out] shall have a minimum width of 12 feet.
- (d) For two-way access, each lane shall have a minimum width of 10 feet.
- (e) Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view, meeting the requirements for clear vision areas. Construction of driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts.
- (f) The length of driveways shall be designed to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.

3. Number and Location of Access Points

- (a) Number of Accesses Permitted: Access point to a public street shall be the minimum necessary to provide reasonable access while not inhibiting the safe traffic circulation and carrying capacity of the street.
  - (i) Excepting single family dwellings and except as further restricted by this Chapter, properties of less than 100 feet of frontage which may be separate or contiguous, shall be limited to one access point.
  - (ii) Properties exceeding 100 feet of frontage shall be limited to one access point per each 100 feet of frontage, but not to exceed four access points.

- (b) Driveway location in relation to Intersections. Access driveways to loading and service areas, and to parking areas having ten (10) or more spaces, the minimum distance between driveways and intersections shall be as provided below. Distances listed shall be measured from the stop bar at the intersection.
  - (i) At the intersection of a collector or arterial street, driveways shall be located a minimum of 50 feet from the intersection.
  - (ii) At the intersection of two local streets, driveways shall be located no closer than 30 feet from the intersection.
  - (iii) If the subject property is not of sufficient width to allow for separation between driveway and intersection as provided, the driveway shall be constructed as far from the intersection as possible, while maintaining the 5-foot setback between the driveway and property line as required.
- (c) Driveway location in Relation to Intersections for Single Family Dwellings. The minimum distance between driveways and intersections shall be 30 feet.
  - (i) If the subject property is not of sufficient width to allow for separation between driveway and intersection as provided, the driveway shall be constructed as far from the intersection as possible, while maintaining the 5-foot setback between the driveway and property line as required.
- (d) Driveway location in relation to Lot Lines. Access driveways shall not be located closer than five (5) feet to an interior side lot line, except that common access driveways (not exceeding forty (40) feet in width) to two adjacent properties may be provided at the common lot line when a common driveway agreement is executed and recorded with the City.
- (e) Driveway location in Relation to Adjacent Driveways. One-way driveways to parking areas having ten (10) or more spaces shall not be located closer than twenty feet to any other one-way driveway, nor closer than thirty-five (35) feet to any two-way driveway. Two-way driveways to parking areas having ten or more spaces shall not be closer than fifty (50) feet from any other two-way driveway, nor closer than thirty-five (35) feet from any one-way driveway.

***Add subsection 3: Non-conforming Access Features to read:***

Section 8.030.3: Non-conforming Access Features

- 3. Legal access which does not conform with the standards herein are considered non-conforming features and shall be brought into compliance with applicable standards as practical under one of the following situations:

- (a) When new access connection permits are requested;
- (b) Changes in use, or significant enlargements or improvements that necessitate a new access permit.

***Amend Subsection 5: Sidewalks and Subsection 2: Bicycle Routes to read:***

1. Sidewalks: Sidewalks shall be installed on both sides of a public street and in any special pedestrian way (accessway or multi-use path) within the subdivision per the Pedestrian Plan Map.
  - A. In the case of ~~primary or secondary arterials, or~~ special type industrial districts, the Planning Commission may approve a subdivision without sidewalks if alternative pedestrian routes are available to the property.
  - B. ~~In the case of streets serving residential areas or development under the Planned Development requirements where the requirement of sidewalks may not apply (provided there is not evidence of special pedestrian activity along the streets involved).~~
4. Bicycle Routes: ~~If appropriate to the extension of a system of bicycle routes, existing or planned, the Planning Commission may require the installation of separate bicycle lanes within streets and separate bicycle paths. As outlined in the Bicycle Plan Map, the installation of bicycle lanes within streets, separate bicycle paths, or bike route signage shall be required when developing new, or reconstructing existing streets that are designated for such facilities as part of a subdivision. These new bicycle facilities will provide connections to improve the overall bicycle network for the community. Bicycle lanes shall be 4 to 6 feet wide and located on both sides of the street, where practical. Refer to Table 9.2 for affected street-types.~~

***Add Section 9.016. Conditions for Variances to City Access Management Requirements Moved to Access Mgmt for consistency -- Renumber accordingly***

**SECTION 9.016. CONDITIONS FOR VARIANCES TO CITY ACCESS MANAGEMENT REQUIREMENTS**

It is recognized that special circumstances occasionally occur which require deviations to the City's access management standards. In such circumstances, alternatives to the adopted standards must be carefully reviewed and proposed deviations clearly justified. Approval Criteria include (1) Only in cases where the authorized relaxation of the access management standards shall not be contrary to the public interest and (2) only where conditions exist which are particular to the property and which are not the result of the actions of the applicant shall variances be granted. Applications for variances shall be submitted as an element of the site development plan, shall be reviewed by the Planning Commission through the public hearing process, and shall be coordinated with the responsible agency for the affected facility. Variance requests shall satisfy the Access Management Variance Approval Criteria as discussed above.

## **Section 8.050 Property Line Adjustment**

### ***Amend subsection 2. A. to read:***

- A. A property line adjustment is permitted only where an additional unit of land is not created and where the lot or parcel reduced in size by the adjustment will comply with the standards of the applicable zoning district—, or where no increase in an existing nonconformity will occur.

### ***Add subsection 2. D. and 2. E. as follows:***

- D. A property line adjustment is permitted only where any lot changed will not adversely affect access, easements, or drainfields.
- E. A property line adjustment is permitted only where off-street parking of any lot affected by the adjustment will not be reduced below the required number of spaces for the use of the lot.

### ***Add a new section (8.060) to read as follows:***

## **SECTION 8.060: REQUIREMENTS OF PHASED DEVELOPMENT PLANS**

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. Necessary street extensions per the Future Street Plan & Functional Classification Maps. will be planned for in all phases of development. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both shall be cited for any violation.
2. All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.

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**APPENDIX:**

**DECEMBER 2005**  
**TRANSPORTATION SYSTEM PLAN**  
**SUPPORT DOCUMENT**

**MYRTLE CREEK  
TRANSPORTATION SYSTEM PLAN**

**PREPARED FOR:  
ODOT REGION 3**

**PREPARED BY:  
DAVID EVANS AND ASSOCIATES, INC.**

**DECEMBER 2005**