



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

01/20/2011

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Brookings Plan Amendment
DLCD File Number 001-10

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: Wednesday, February 02, 2011

This amendment was submitted to DLCD for review 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 Acknowledgment or 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. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Dianne Morris, City of Brookings
Gloria Gardiner, DLCD Urban Planning Specialist
Bill Holmstrom, DLCD Transportation Planner
Dave Perry, DLCD Regional Representative

<paa> YA

Notice of Adoption

In person electronic Mailed

DEPT OF

JAN 13 2011

LAND CONSERVATION AND DEVELOPMENT

For DLCD Use Only

**THIS FORM MUST BE MAILED TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18**

Jurisdiction: **City of Brookings**

Local file number: **LDC-3-10**

Date of Adoption: **1/10/2011**

Date Mailed: **1/11/2011**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: **7/21/2011**

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

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

Clarification and revisions to Land Development Code Chapter 17.170, Street Standards

Does the Adoption differ from proposal? Yes, Please explain below:

There are some minor word changes.

Plan Map Changed from: **N/A**

to:

Zone Map Changed from: **N/A**

to:

Location: **N/A**

Acres Involved:

Specify Density: Previous: **N/A**

New:

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. 001-11 (18379) [16480]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

None.

Local Contact: **Dianne Morris**

Phone: (541) 469-1138 Extension:

Address: **898 Elk Dr.**

Fax Number: **541-469-3650**

City: **Brookings**

Zip: **97415-**

E-mail Address: **dmorris@brookings.or.us**

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 Complete Copies** (documents and maps) 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. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: webserver.lcd.state.or.us. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing mara.ulloa@state.or.us.
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 not 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 the 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 now access these forms online at <http://www.lcd.state.or.us/>. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to mara.ulloa@state.or.us - ATTENTION: PLAN AMENDMENT SPECIALIST.

IN AND FOR THE CITY OF BROOKINGS
STATE OF OREGON

ORDINANCE 11-O-675

AN ORDINANCE AMENDING BROOKINGS MUNICIPAL CODE SECTIONS 17.170.020 AND 17.170.060 OF CHAPTER 17.170, STREET STANDARD, OF THE LAND DEVELOPMENT CODE.

Section 1. Ordinance identified.

Section 2. Amends Sections 17.170.020 and 17.170.060

The City of Brookings ordains as follows:

Section 1. Ordinance Identified. This ordinance amends Brookings Municipal Code Sections 17.170.020 and 17.170.060 of Chapter 17.170, Street Standards, of the Land Development Code.

Section 2. Amends Sections 17.170.020 and 17.170.060. Sections 17.170.020 and 17.170.060 are amended as follows:

17.170.020 Definitions.

The following definitions apply for the purpose of this chapter. Also see definitions in Chapter 17.08 BMC.

“Access” means a way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.

“Access classification” means a ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government’s adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.

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

“Bicycle facilities” is a general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways. Wherever bicycle facilities are provided, proper signage must be installed including the use of “sharrows”, if appropriate.

“Bikeway” means any road, path, or way that is in 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" means a paved 10- to 12-foot-wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other nonmotorized users.

2. "Bike lane" means a four- to six-foot-wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.

3. "Shoulder bikeway" means the paved shoulder of a roadway that is four feet or wider; typically shared with pedestrians in rural areas.

4. "Shared roadway" means a travel lane that is shared by bicyclists and motor vehicles. Designating a street as a "bicycle boulevard" or "sharrow" will require appropriate signage and modifications. These should only be considered on residential, low traffic volume, interconnected streets.

5. "Multi-use trail" means an unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.

"Corner clearance" means the distance from an intersection of a public or private road to the nearest driveway or street measured from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way.

"Cross access" means a commercial or industrial service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.

"Frontage road" means 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 area (intersection)" means that area beyond the physical intersection of two roads that comprises decision and maneuver distance, plus any required vehicle storage length.

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

"Joint access (or shared access)" means a driveway connecting two or more contiguous sites to the public street system.

"Lot" means a parcel, tract, or area of land whose boundaries have been established by some legal instrument, which is recognized as a separate legal entity for purposes of transfer of title, has frontage upon a public or private street, and complies with the dimensional requirements of this code.

"Lot, corner" means any lot having at least two contiguous sides abutting upon one or more streets; provided, that the interior angle at the intersection of such two sides is less than 135 degrees.

"Lot depth" means the average distance measured from the front lot line to the rear lot line.

"Lot frontage" means that portion of a lot extending along a street right-of-way line.

"Nonconforming access features" means features of the property access that existed prior to the date of the ordinance codified in this chapter adopting and do not conform to the requirements of this chapter.

"Off-site improvements" means street facilities not on the subject property.

"On-site improvements" means street facilities installed on the subject property.

"Pedestrian facilities" is a general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, paths, and trails.

"Plat" means an exact and detailed map of the subdivision of land.

“Private road” means a local access road that is built to city standards and that the city has not officially accepted for purposes of jurisdiction, or an existing local access road that was not constructed to city standards and was never intended to be dedicated to the public.

“Public road” means a road over which the public has a right of use that is a matter of public record.

“Reasonable access” means the minimum number of access points, direct or indirect, necessary to provide safe access to and from the roadway.

“Right-of-way” means land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose.

“Significant change in trip generation” means a change in the use of the property, including land, structures or facilities, or an expansion of the size of the structures or facilities causing an increase in the trip generation of the property exceeding: (1) local – 10 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under local jurisdiction; or (2) state – 25 percent more trip generation (peak volume) and 100 vehicles per day more than the existing use for all roads under state jurisdiction.

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

“Through-connector” means a short spur that provides through-connectivity for bicycle circulation between adjoining streets, between abutting dead-end roads, through a multiple-family dwelling cluster, or through a park.

“Walkway” means a hard-surfaced area intended and suitable for pedestrians, including sidewalks and the surfaced portions of accessways. [Ord. 07-O-595.]

17.170.060 Street standards.

A. All parcels of land subject to the issuance of a development permit shall be provided access to a public or private street as follows:

1. Street improvements are required along the street frontage of all newly created lots and of new development on an existing vacant lot. Improvements shall be to the standards as shown in Table 17.170.060 or as in an approved neighborhood circulation plan, planned unit development or master plan. Deferment of street improvements may be allowed when authorized by the site plan committee as described in BMC 17.170.070. Some development is exempt from street improvements as described in BMC 17.04.050.

2. Newly created lots must have access from the street on which they front.

3. Existing residential, commercial or industrial lots must take access from the street on which they front. Easement access is acceptable if no street frontage exists or topography or other circumstance, not in applicant’s control, prohibits access from the fronting street.

B. Street classification and location shall conform to the transportation systems plan, or to an adopted neighborhood circulation plan. Where street classification or location is not shown in the transportation systems plan, the arrangement of public streets shall provide for connectivity and alignment with existing streets in the surrounding area.

C. Standard Minimum Right-of-Way and Roadway Width. Unless otherwise indicated in an adopted neighborhood circulation plan, planned unit development, or authorized by the planning commission as stated in subsection (C)(1) of this section, the street right-of-way and roadway widths shall not be less than the standard shown in Table 17.170.060. Additional width on Hillside streets may be required in curves. The City Engineer will determine when such additional width is required.

Table 17.170.060
Standard Minimum Right-of-Way and Roadway Width For New Streets –
Guidance for Existing Streets

Type of Street **	Minimum ROW (Feet)	Minimum Road Surface Width (Feet)	Pedestrian Improvements
State Highway Arterial ¹	84	70	5 – 12 feet, both sides
Residential Collector	50	36	10 foot multi-use path (in lieu of bike lanes and sidewalk)
Residential (Local)-***	42	28	5 feet, both sides
Residential (Local)*** ⁶ Maximum of 12 dwelling units taking access	38	24	5 feet, both sides

Residential (Local) *** Maximum of 8 dwelling units taking access and on-street parking available within 400 feet of this street. ²	29	20	5 feet, one side
Downtown Core Area ¹ (See Map 17.92.030-1)	50	36	5 – 8 feet, both sides
Residential One-Way Street ²	34	20	5 feet, both sides
Half Street ^{2, 5}	½ of accepted standard	½ of accepted standard	5 feet, one side
Access Road Turn-Around	See public works document "General Engineering Requirements and Standard Specifications"		To be determined based on type of turn-around
Commercial/Industrial ¹	58	44	5 – 8 feet, both sides
Commercial One-Way Street	50	36	5 – 8 feet, both sides
Hillside Collector St. ^{2,3,4,9}	27	20	4 foot paved shoulder, one side
Hillside Local St. ^{2,3,4,9} Maximum of 12 dwelling units taking access	23	20	None.
Hillside One-Way Street ^{2, 3, 4, 7,9}	23	16	4-foot paved shoulder, one side
Alley	20	20	None

The following standard is the minimum standard for existing streets. This standard can only be used when the street is serving a limited area and approved by the City Council.

Existing residential streets	Minimum ROW	Minimum Road Surface Width	Pedestrian Improvements
Must be approved by the City Council in a Local Improvement District process. ^{8, 2}	30	16	Proposal by applicants

** If bike lanes are proposed, an additional 10 feet of right-of-way will be needed.

*** See layout guidelines in "Neighborhood Street Design Guidelines" document. Low impact development techniques such as landscaped buffers, vegetated swales, parking pavers, etc. are encouraged.

¹ Sidewalks must be the maximum possible when adequate right-of-way is available.

²No parking on either side on pavement.

³Requires documentation that topographical constraints warrant use of hillside streets. Site plan committee approval required.

⁴Alternative engineered designed standards may be considered and right-of-way width may vary depending on topography.

⁵Only used when easement for second half width is secured on adjacent property. Must be approved by planning commission.

⁶Parking on one side only.

⁷Paved shoulder must be constructed to meet paved roadway standards.

⁸Parking facilities to be proposed by applicant

⁹-Curbs may be required depending on City Engineer's recommendation.

1. The planning commission may accept a narrower right-of-way width and/or alternate construction standard than those set forth in Table 17.170.060 where it can be shown by the applicant, to the satisfaction of the commission, and to the fire chief having jurisdiction, that the topography or the small number of lots served and the probable future traffic development are such that the proposal is justified.

2. Slope Easements. The planning commission may require a perpetual, unobstructed easement adjacent to a public right-of-way where the slope of the land is such that earth movements might damage a public right-of-way. Within this easement area, the natural vegetative cover shall not be disturbed.

3. In areas where a neighborhood circulation plan has been adopted, the right-of-way and roadway width can be constructed to the standards of Table 17.170.060 or at the standards of the adopted neighborhood circulation plan. Once a standard has been determined for any street segment, the remaining portion of the segment will be constructed at that standard at the discretion of the Planning Commission.

The existing collector streets listed below are not physically able to meet adopted collector standards as stated in the Table above. Any future improvements to these streets must meet the following standards. These streets are in the County's jurisdiction as of the date of this revision. When the existing street pavement is equivalent to the City's construction standards, the City will accept jurisdiction.

Specific Standards for Certain Streets	Right of Way (feet)	Minimum Road Surface Width (feet)	Sidewalk Improvements
Old County Road ^{1,2}	As needed	20 ft. and 4 ft. paved shoulder one side adjacent to the north-bound travel lane.	None
Parkview Dr. ^{1,2}	As needed	20 ft. and multi-use path on the predominantly western side	None
North Bank Chetco River Rd. ²	As needed	Future improvements to match existing pavement.	None

1. When applicants engineer demonstrates there are constraints that make this standard impracticable, the 4 ft. paved shoulder or multi-use path may be eliminated. The City must review and agree with the analysis prior to Planning Commission review.

2. Parking prohibited on paved shoulder.

D. Bikeways. See 17.170.020, Definitions, for descriptions of various bikeways. These provisions require consideration of bicycle circulation while providing for flexibility in street design. The City of Brookings encourages this mode of transportation

- Bicycle circulation must be considered on all new streets. Depending on street standard employed, a street must be designated as a shared roadway, or other type of bikeway as described in Definitions.
- Where sidewalks are required by street design standards, one 10 ft. shared bicycle/ pedestrian pathway may be substituted for bike lanes and sidewalk on one side. If the street standard requires sidewalks on both sides, the ten foot shared pathway on one side does not eliminate the required sidewalk on the opposite side, unless the Planning Commission eliminates that requirement.

E. Low Impact Designs. Use of low impact designs including permeable pavement and storm drainage system utilizing engineered bio-swales, or other techniques/ best management practices reviewed and approved by the City, are encouraged and may be required in some areas. Additional right-of-way may be needed to accommodate the designs. A refund equal to a percentage of the storm drain component of the system development charge may be given by implementing these low impact techniques. See examples in document titled, "Portland Stormwater Manuel".

F. All development proposals, plan amendments or zone changes shall be in conformance with the adopted transportation systems plan.

G. Frontage Roads. When any parcels front on an arterial street, the planning commission may require the developer to dedicate and improve a frontage road at the front of the parcel to serve the resulting lot(s).

H. Planting Strips. When a lot borders an arterial street, the planning commission may require the developer to dedicate and improve a planting strip adjacent to said highway or arterial street.

I. Alleys. When any lots are proposed for commercial or industrial usage, alleys at least 20 feet in width may be required at the rear thereof with adequate ingress and egress for truck traffic unless alternative commitments for off-street service truck facilities without alleys are approved by the planning commission.

J. Street Alignment. As far as practical, streets other than minor streets shall be in alignment with existing streets by continuation of the centerline thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the centerlines of streets having approximately the same direction and otherwise shall not be less than 125 feet. In areas with an adopted neighborhood circulation plan, alignment shall conform to the adopted plan.

K. Future Extension of Streets. When necessary to give access to or permit a satisfactory future division or development of adjoining land, a public street shall be extended to the boundary of the development and the resulting dead-end street may be approved without a permanent turn-around provided a temporary turn-around is constructed in a manner approved by the city fire chief.

L. Street Intersection Angles. All streets within or abutting a development shall intersect one another at an angle as near to a right angle as is practicable in each specific case unless otherwise necessitated by topographical conditions or other pre-existing conditions and approved by the city.

M. Cul-de-Sacs. A cul-de-sac shall be as short as possible. Cul-de-sacs shall have a maximum length of 400 feet, although where unusual circumstances exist the planning

commission may authorize a longer street. A cul-de-sac shall terminate with a turn-around as specified in Table 17.170.060, and a minimum corner radius of 20 feet is required at curb returns. In areas with an adopted neighborhood circulation plan, cul-de-sac length and design shall conform to the adopted plan.

N. Private Streets. A private street is permitted only if provisions are made to assure private responsibility for future maintenance. Unless otherwise specifically authorized as part of a street plan or adopted neighborhood circulation plan, a private street shall comply with the same standards as a public street. A street held for private use shall be distinguished from public streets and any reservations or restrictions relating to the private street shall be described in the land division documents and the deed records.

O. Street Grades.

- A Collector shall not exceed 10% grade.
- A Local Street shall not exceed 15% grade.
- The Planning Commission may approve an alternative street grade standard if deemed appropriate and the Fire Chief is in agreement.
- Streets are to follow the natural terrain whenever feasible. Travel ways, walkways, and parking areas are to be designed to parallel the natural contours of the site.

P. Fire Suppression Sprinkler Systems. If the driveway or street is deemed inaccessible for fire fighting purposes by the Fire Chief, any dwelling units must have an automatic fire suppression sprinkler system. Other structures may also be required to install sprinkler systems, at the discretion of the Fire Chief.

First reading:

January 10, 2011

Second reading:

January 10, 2011

Passage:

January 10, 2011

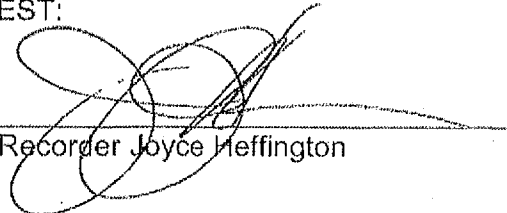
Effective date

February 9, 2011

Signed by me in authentication of its passage this 11th day of January, 2011.


Mayor Larry Anderson

ATTEST:


City Recorder Joyce Heffington

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: Dec. 13, 2010

Dianne Morris
Signature (submitted by)
[Signature]
City Manager Approval

Originating Dept: Planning

Subject: A Continuation of the hearing on File LDC-3-10 for consideration of revisions to Chapter 17.170, Street Standards, Brookings Municipal Code (BMC).

Recommended Motion: Motion approving revisions to Chapter 17.170, Street Standards, BMC and direct staff to prepare an adopting ordinance.

Financial Impact: None

Background/Discussion: The Council conducted a hearing on Sept. 27, 2010 to consider revisions to Chapter 17.170, Street Standards, BMC. Staff presented the report, the public provided testimony, the Council had some discussion and then closed the public testimony portion of the hearing. Final questions about the revisions focused on a few specific street standards found in Table 17.170.060. The Council decided to hold a workshop to discuss the Table prior to continuing the hearing on this matter. At that workshop a few additional revisions were discussed and general consensus was to include these in the draft standards.

Staff has incorporated the final changes into the draft revisions and attached the entire proposed revisions for review at this continued hearing. The Public testimony portion of the hearing has been closed and, unless the Council votes to re-open to public testimony, the Council will deliberate among themselves and make a decision.

Policy Considerations: N/A

Attachment(s): A. Draft version of Chapter 17.170, Street Standards, BMC

APPROVED BY CITY COUNCIL ON

12-13-10

Draft Language in ***bold, italicized type***

11-01-2010

17.170.020 Definitions.

The following definitions apply for the purpose of this chapter. Also see definitions in Chapter 17.08 BMC.

"Access" means a way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.

"Access classification" means a ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.

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

"Bicycle facilities" is a general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways. ***Wherever bicycle facilities are provided, proper signage must be installed including the use of "sharrows", if appropriate.***

"Bikeway" means any road, path, or way that is in 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" means a paved 10- to 12-foot-wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other nonmotorized users.
2. "Bike lane" means a four- to six-foot-wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
3. "Shoulder bikeway" means the paved shoulder of a roadway that is four feet or wider; typically shared with pedestrians in rural areas.
4. "Shared roadway" means a travel lane that is shared by bicyclists and motor vehicles. ***Designating a street as a "bicycle boulevard" or "sharrow" will require appropriate signage and modifications. These should only be considered on residential, low traffic volume, interconnected streets.***
5. "Multi-use trail" means an unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.

17.170.060 Street standards.

.....

C. Standard Minimum Right-of-Way and Roadway Width. Unless otherwise indicated in an adopted neighborhood circulation plan, planned unit development, or authorized by the planning commission as stated in subsection (C)(1) of this section, the street right-of-way and roadway widths shall not be less than the standard shown in Table 17.170.060. ***Additional width on Hillside streets may be required in curves. The City Engineer will determine when such additional width is required.***

1. The planning commission may accept a narrower right-of-way width and/or alternate construction standard than those set forth in Table 17.170.060 where it can be shown by the applicant, to the satisfaction of the commission, ***and to the fire chief having jurisdiction***, that the topography or the small number of lots served and the probable future traffic development are such that the proposal is justified.

2. Slope Easements. The planning commission may require a perpetual, unobstructed easement adjacent to a public right-of-way where the slope of the land is such that earth movements might damage a public right-of-way. Within this easement area, the natural vegetative cover shall not be disturbed.

3. In areas where a neighborhood circulation plan has been adopted, the right-of-way and roadway width can be constructed to the standards of Table 17.170.060 or at the standards of the adopted neighborhood circulation plan. Once a standard has been determined for any street segment, the remaining portion of the segment will be constructed at that standard ***at the discretion of the Planning Commission.***

Table 17.170.060
Standard Minimum Right-of-Way and Roadway Width For New Streets –
Guidance for Existing Streets
DRAFT 11-01-2010

Type of Street**	Minimum ROW (Feet)	Roadway-Curb to-Curb Minimum Road Surface Width (Feet)	Sidewalk Pedestrian Improvements
State Highway Arterial ¹	80 84	70	5 – 12 feet, both sides
Residential Collector	50 60	36–46 (5 foot bike lanes both sides)	5 feet, both sides 10 foot multi-use path (in lieu of bike lanes and sidewalk)
Residential (Local)-*** Maximum of 20 dwelling units taking access. ⁶	45 42	28	5 feet, both sides
Residential (Local)***⁶ Maximum of 12 dwelling units taking access	38	24	5 feet, both sides
Residential (Local)*** Maximum of 8 dwelling units taking access and on-street parking available within 400 feet of this street. ²	30 28½ 29	20	5 feet, one side
Downtown Core Area ¹ (See Map 17.92.030-1)	53 50	36	5 – 8 feet, both sides
Residential One-Way Street ²	36 34	20	5 feet, both sides
Half Street ^{2, 5}	25/22½ ½ of accepted standard	18/15 ½ of accepted standard	5 feet, one side
Access Road Turn-Around	See public works document "General Engineering Requirements and Standard Specifications"		To be determined based on type of turn-around
Commercial/Industrial ¹	60 58	44	5 – 8 feet, both sides

Commercial One-Way Street	53 50	36	5 – 8 feet, both sides
Hillside Street ^{2,3,4}	50	24	4-foot paved shoulder, one side
Hillside Collector St. ^{2,3,4,9}	27	20	4 foot paved shoulder, one side
Hillside Local St. ^{2,3,4,9} Maximum of 12 dwelling units taking access	23	20	None.
Hillside One-Way Street ^{2, 3, 4, 7,9}	35 to 50 23	16	4-foot paved shoulder, one side
Alley	20	20	None

The following standard is the minimum standard for existing streets. This standard can only be used when the street is serving a limited area and approved by the City Council.

Existing residential streets	Minimum ROW	Minimum Road Surface Width	Pedestrian Improvements
Must be approved by the City Council in a Local Improvement District process. ^{8, 2}	30	16	Proposal by applicants

**** If bike lanes are proposed, an additional 10 feet of right-of-way will be needed.**

***** See layout guidelines in “Neighborhood Street Design Guidelines” document. Low impact development techniques such as landscaped buffers, vegetated swales, parking pavers, etc. are encouraged.**

¹ Sidewalks must be the maximum possible when adequate right-of-way is available.

² No parking on either side on pavement.

³ Requires documentation that topographical constraints warrant use of hillside streets. Site plan committee approval required.

⁴ Alternative engineered designed standards may be considered and right-of-way width may vary depending on topography.

⁵ Only used when easement for second half width is secured on adjacent property. Must be approved by planning commission.

⁶ Parking on one side only.

⁷ Paved shoulder must be constructed to meet paved roadway standards.

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The existing collector streets listed below are not physically able to meet adopted collector standards as stated in the Table above. Any future improvements to these streets must meet the following standards. These streets are in the County's jurisdiction as of the date of this revision. When the existing street pavement is equivalent to the City's construction standards, the City will accept jurisdiction.

Specific Standards for Certain Streets	Right of Way (feet)	Minimum Road Surface Width (feet)	Sidewalk Improvements
Old County Road ^{1, 2}	50 As needed	20 ft. and 4 ft. paved shoulder one side adjacent to the north-bound travel lane.	None
Parkview Dr. ^{1, 2}	50 As needed	20 ft. and 4 ft. paved shoulder multi-use path on the predominantly western side	None
North Bank Chetco River Rd. ²	50 As needed	24 ft. and 1 ft. paved shoulder both sides Future improvements to match existing pavement.	None

1. When applicants engineer demonstrates there are constraints that make this standard impracticable, the 4 ft. paved shoulder or multi-use path may be eliminated. The City must review and agree with the analysis prior to Planning Commission review.

2. Parking prohibited on paved shoulder.

D. Bikeways. See 17.170.020, Definitions, for descriptions of various bikeways. These provisions require consideration of bicycle circulation while providing for flexibility in street design. The City of Brookings encourages this mode of transportation

- Bicycle circulation must be considered on all new streets. Depending on street standard employed, a street must be designated as a shared roadway, or other type of bikeway as described in Definitions.
- Where sidewalks are required by street design standards, one 10 ft. shared bicycle/ pedestrian pathway may be substituted for bike lanes and sidewalk on one side. If the street standard requires sidewalks on both sides, the ten foot shared pathway on one side does not eliminate the required sidewalk on the opposite side, unless the Planning Commission eliminates that requirement.

E. Low Impact Designs. Use of low impact designs including permeable pavement and storm drainage system utilizing engineered bio-swales, or other techniques/ best management practices reviewed and approved by the City, are encouraged and may be required in some areas. Additional right-of-way may be needed to accommodate the designs. A refund equal to a percentage of the storm drain component of the system development charge may be given by implementing these low impact techniques. See examples in document titled, "Portland Stormwater Manuel".

F. All development proposals, plan amendments or zone changes shall be in conformance with the adopted transportation systems plan.

G. Frontage Roads. When any parcels front on an arterial street, the planning commission may require the developer to dedicate and improve a frontage road at the front of the parcel to serve the resulting lot(s).

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J. Street Alignment. As far as practical, streets other than minor streets shall be in alignment with existing streets by continuation of the centerline thereof. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the centerlines of streets having approximately the same direction and otherwise shall not be less than 125 feet. In areas with an adopted neighborhood circulation plan, alignment shall conform to the adopted plan.

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L. Street Intersection Angles. All streets within or abutting a development shall intersect one another at an angle as near to a right angle as is practicable in each specific case unless otherwise necessitated by topographical conditions or other pre-existing conditions and approved by the city.

M. Cul-de-Sacs. A cul-de-sac shall be as short as possible. Cul-de-sacs shall have a maximum length of 400 feet, although where unusual circumstances exist the planning commission may authorize a longer street. A cul-de-sac shall terminate with a turn-around as specified in Table 17.170.060, and a minimum corner radius of 20 feet is required at curb returns. In areas with an adopted neighborhood circulation plan, cul-de-sac length and design shall conform to the adopted plan.

N. Private Streets. A private street is permitted only if provisions are made to assure private responsibility for future maintenance. Unless otherwise specifically authorized as part of a street plan or adopted neighborhood circulation plan, a private street shall comply with the same standards as a public street. A street held for private use shall be distinguished from public streets and any reservations or restrictions relating to the private street shall be described in the land division documents and the deed records.

O. Street Grades.

- ***A Collector shall not exceed 10% grade.***

- **A Local Street shall not exceed 15% grade.**
- **The Planning Commission may approve an alternative street grade standard if deemed appropriate and the Fire Chief is in agreement.**
- **Streets are to follow the natural terrain whenever feasible. Travel ways, walkways, and parking areas are to be designed to parallel the natural contours of the site.**

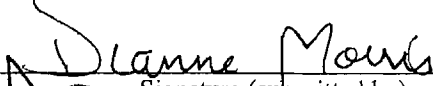
P. Fire Suppression Sprinkler Systems. If the driveway or street is deemed inaccessible for fire fighting purposes by the Fire Chief, any dwelling units must have an automatic fire suppression sprinkler system. Other structures may also be required to install sprinkler systems, at the discretion of the Fire Chief.

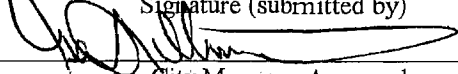
CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: September 27, 2010

Originating Dept: Planning


Signature (submitted by)


City Manager Approval

Subject: A hearing on File LDC-3-10 for consideration of revisions to Chapter 17.170, Street Standards, Brookings Municipal Code (BMC).

Recommended Motion: Motion approving revisions to Chapter 17.170, Street Standards, BMC.

Financial Impact: None

Background/Discussion: The City, County, and a volunteer committee participated in a review of hillside street standards from Sept., 2008 to June, 2009. Consultants, hired by the County, provided a draft document entitled, Harbor Area Transportation System Refinement Plan (HATSRP), resulting from comments submitted during this time. Following this the City's Land Development Code (LDC) Committee reviewed this draft and made further revisions. Councilor Hedenskog attended some of the HATSRP meetings and had concerns about the proposed hillside street standards and also about some of the current City street standards. A Street Standards Ad Hoc Committee was formed to do further review. Two members from both the City Council and Planning Commission were appointed and City Staff attended to provide input. Members of the City Staff included the City Manager, Planning Staff, City Engineer, Fire Chief, and the Police Chief. The Committee reviewed several elements of Chapter 17.170 as described below:

- 17.170.020, Definitions. Some language was added relating to bicycle facilities. In later Sections additional language requires consideration of bicycle use on all new streets. As a separate project Staff is working on a draft bicycle/ pedestrian master plan and this new language is important to be sure these facilities will be considered in future development. In the past these facilities did not get a lot of consideration. It has become apparent that biking is an important transportation/ recreation/ tourist amenity and needs to factor in to all new development.
- 17.170.060, Street Standards. This Section contains the additional language about bicycle facilities and the use of low impact street design techniques. In an effort to encourage the low impact designs there is a monetary incentive proposed, as these designs lessen the impact on the City's over-burdened storm drain system. The text concerning street grades mirrors the current standard found in the Public Works "Standards and Specifications..." document.
- Table 17.170.060 lists the various minimum street right-of-way and improvement standards. The main points are as follows:
 - The City Engineer advised Staff that the right-of-way listed for most streets was larger than the minimum required to accommodate the improvements. Those

Back to Workshop

have been revised to reflect the minimum. On steep terrain, or if the applicant proposes low-impact techniques, bike lanes, or multi-use paths additional right-of-way may be necessary.

- New “residential collectors” will be required to provide bike lanes.
- The existing “residential (local)” is proposed to not limit parking to one side only and not be restricted to serving a maximum of 20 dwelling units.
- A new “residential local” standard provides for 24 ft. of paved road surface, can serve no more than 12 dwelling units, and provides for parking on one side only. In this proposed draft there are now 3 types of “residential local” streets, 2 with limitations on number of dwelling units served and parking allowed. There is a footnote indicated by *** referencing the “Neighborhood Street Design Guidelines” document to give pictorial guidance and additional ideas about possible low-impact designs etc. A diagram depicting the 3 residential local street standards proposed are attached (**Attachment A**).
- The “hillside collector” and “hillside local” streets are proposed to have 20 ft. of paved road surface and not be required to provide parking. The City Land Development Code has a Suburban Residential zone with a 20,000 sq. ft. lot minimum (almost ½ acre) that is applied to terrain with steep slopes. With lots of that size additional parking can more easily be accommodated on site. Additional footnotes describe requirements.
- A minimum standard for **existing** streets has been added. In our built community there are 34 streets that have a paved road surface of 18 ft. or less and some, due to constraints, can never be improved to meet new street standards.
- Following the footnotes in the Table is a new section dealing with existing “collector streets” that are partially in City limits but still under the jurisdiction of Curry County. This can present problems for City residents who must rely on the County for maintenance of their street. Due to topographic constraints most sections of these streets are not able to meet the City “collector” standards. The City/ County Joint Management Agreement states the City will not take over jurisdiction of these streets until they meet our standards. With the adoption of this language, the City would be able to propose to take over jurisdiction.

The Street Ad-hoc Committee received input from the Fire Chief, Police Chief, and City Manager expressing concern about the “residential local” streets that propose to have a 28 ft. paved road surface with parking allowed on both sides and the 24 ft. paved road surface with parking allowed on only one side. This design would sometimes requiring “queing” as shown in **Attachment B**. This diagram is found in the “Neighborhood Street Design Guidelines” document and counters that concern by stating the low speeds in these residential areas together with the driveways spaced along the street where no street parking occurs provides for safe maneuvering and emergency service provider access. The City Manager has provided a memo describing the concerns of some of the City Staff (**Attachment C**). This memo also makes a recommendation that any bio-swales constructed to provide low-impact storm drainage solutions within the City’s right-of-way should be maintained by the property owners it serves rather than Public Works Staff.

The Street Ad-hoc Committee voted to recommend approval of the revisions. On September 7th the Planning Commission reviewed the proposed revisions as described in this report and voted to recommend approval of Chapter 17.170 which follows this report (**Attachment D**).

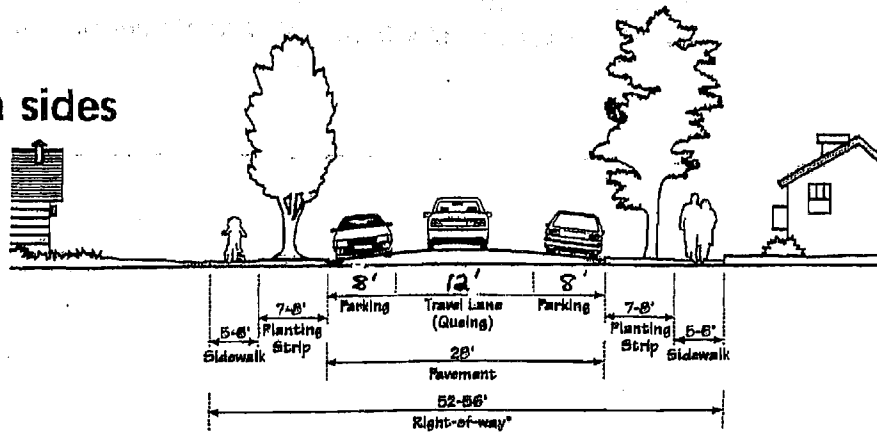
Policy Considerations: N/A

Attachment(s):

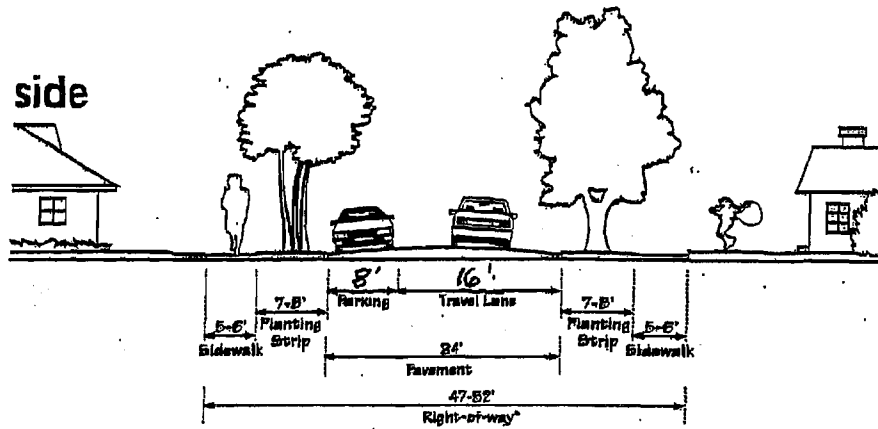
- A. Diagram of proposed residential streets.**
- B. Diagram depicting "queuing".**
- C. Memo from City Manager.**
- D. Draft version of Chapter 17.170, Street Standards, BMC**

Summary of Three Potential Scenarios

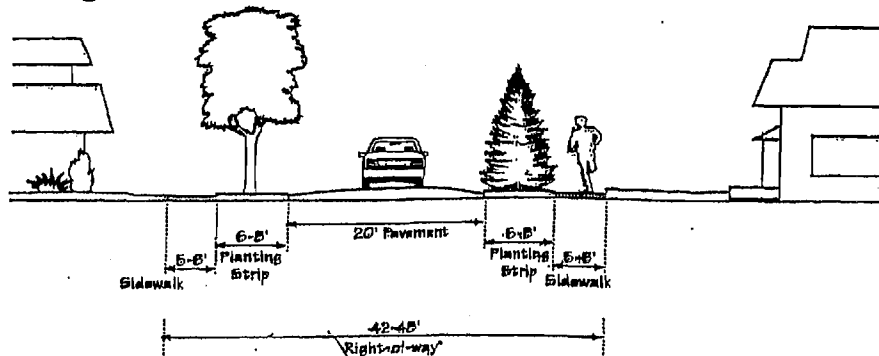
28 Ft Street Parking on both sides



24 Ft Street Parking on one side

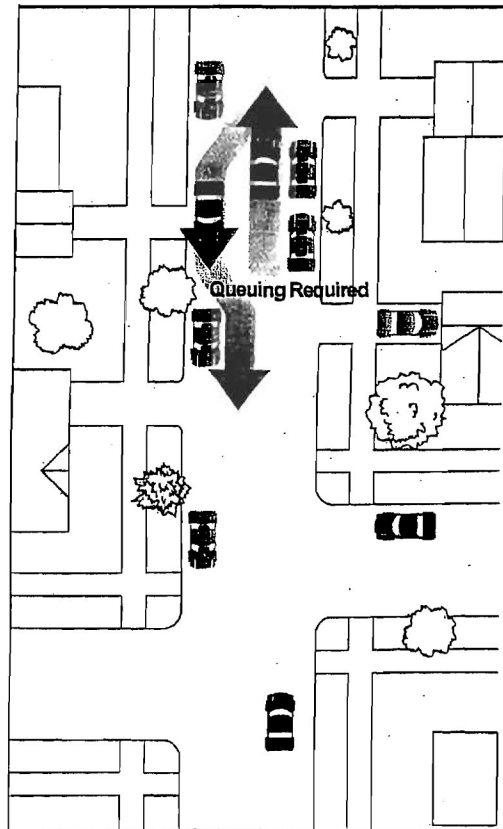
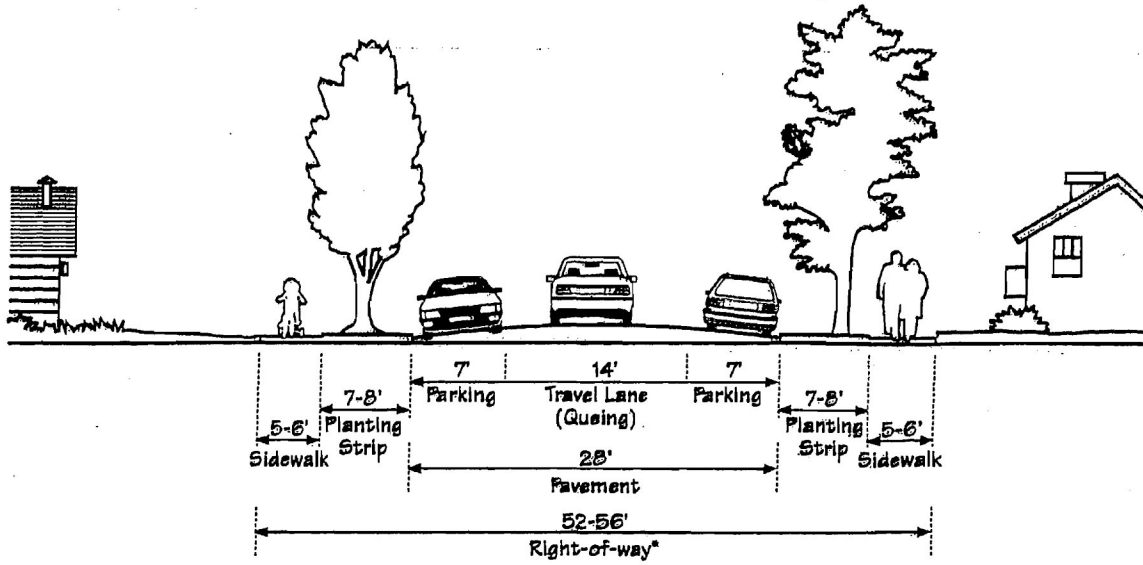


20 Ft Street No on-street parking allowed



Scenario 1

28 Ft. Streets Parking on both sides





MEMORANDUM

Office of the City Manager

GARY MILLIMAN

City Manager

Credentialed City Manager
International City Management Association

TO: Planning Director
Cc: Fire Chief, Police Chief

DATE: August 20, 2010

SUBJECT: Street Standards

With respect to the street standards matter now under consideration by the Planning Commission, please note for the record that the views of the City Manager, Fire Chief, Police Chief and public works staff were expressed during the review of this matter by the joint policy committee appointed by the Mayor and City Council.

We continue to have a concern regarding any standard for new two-way street construction that calls for unimpaired paved travel lanes of less than 20 feet. We believe that any standard that requires "queuing" or otherwise requires drivers to exercise diversionary tactics to avoid collision with a parked or oncoming vehicle presents a traffic and pedestrian safety hazard.

On a second matter, when an open ditch or swale is to be installed within the public street right of way in conjunction with a new street project, the development approval needs to clearly provide that the property owners will be responsible for the maintenance of the open storm water conveyance system. The City Public Works Department does not have sufficient resources to assume responsibility for maintenance of additional open ditches and swales.

Please feel free to convey this information to the Commission should questions concerning these matters arise.

We do not plan to attend the Planning Commission hearing regarding this matter. We have provided our best advice from a public safety and maintenance staff perspective. This matter is now in the hands of the policy makers and we will certainly respect their direction and decision.

Draft Language in bold, italicized type

June 4, 2010

17.170.020 Definitions.

The following definitions apply for the purpose of this chapter. Also see definitions in Chapter 17.08 BMC.

"Access" means a way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.

"Access classification" means a ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.

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

"Bicycle facilities" is a general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways. ***Wherever bicycle facilities are provided, proper signage must be installed including the use of "sharrows", if appropriate.***

"Bikeway" means any road, path, or way that is in 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" means a paved 10- to 12-foot-wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other nonmotorized users.
2. "Bike lane" means a four- to six-foot-wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
3. "Shoulder bikeway" means the paved shoulder of a roadway that is four feet or wider; typically shared with pedestrians in rural areas.
4. "Shared roadway" means a travel lane that is shared by bicyclists and motor vehicles. ***Designating a street as a "bicycle boulevard" or "sharrow" will require appropriate signage and modifications. These should only be considered on residential, low traffic volume, interconnected streets.***
5. "Multi-use trail" means an unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.

Draft Language in **bold, italicized type.**

June 17, 2010

17.170.060 Street standards.

C. Standard Minimum Right-of-Way and Roadway Width. Unless otherwise indicated in an adopted neighborhood circulation plan, planned unit development, or authorized by the planning commission as stated in subsection (C)(1) of this section, the street right-of-way and roadway widths shall not be less than the standard shown in Table 17.170.060. ***Additional width on Hillside streets may be required in curves. The City Engineer will determine when such additional width is required.***

1. The planning commission may accept a narrower right-of-way width and/or alternate construction standard than those set forth in Table 17.170.060 where it can be shown by the applicant, to the satisfaction of the commission, ***and to the fire chief having jurisdiction,*** that the topography or the small number of lots served and the probable future traffic development are such that the proposal is justified.

2. Slope Easements. The planning commission may require a perpetual, unobstructed easement adjacent to a public right-of-way where the slope of the land is such that earth movements might damage a public right-of-way. ***Within this easement area, the natural vegetative cover shall not be disturbed.***

3. In areas where a neighborhood circulation plan has been adopted, the right-of-way and roadway width can be constructed to the standards of Table 17.170.060 or at the standards of the adopted neighborhood circulation plan. Once a standard has been determined for any street segment, the remaining portion of the segment will be constructed at that standard ***at the discretion of the Planning Commission.***

Table 17.170.060
Standard Minimum Right-of-Way and Roadway Width For New Streets –
Guidance for Existing Streets
DRAFT 6-17-2010

Type of Street**	Minimum ROW (Feet)	Roadway Curb to Curb Minimum Road Surface Width (Feet)	Sidewalk Pedestrian Improvements
State Highway Arterial ¹	80 84	70	5 – 12 feet, both sides
Residential Collector	50 60	36 46 (5 foot bike lanes both sides)	5 feet, both sides
Residential (Local)*** Maximum of 20 dwelling units taking access. ⁶	45 42	28	5 feet, both sides
Residential (Local)***⁶ Maximum of 12 dwelling units taking access	38	24	5 feet, both sides
Residential (Local) *** Maximum of 8 dwelling units taking access and on-street parking available within 400 feet of this street. ²	30 28 ½	20	5 feet, one side
Downtown Core Area ¹ (See Map 17.92.030-1)	53 50	36	5 – 8 feet, both sides
Residential One-Way Street ²	36 34	20	5 feet, both sides
Half Street ^{2, 5}	25/22 ½ ½ of accepted standard	18/15 ½ of accepted standard	5 feet, one side
Access Road Turn-Around	See public works document "General Engineering Requirements and Standard Specifications"		To be determined based on type of turn-around
Commercial/Industrial ¹	60 58	44	5 – 8 feet, both sides

Commercial One-Way Street	53 50	36	5 – 8 feet, both sides
Hillside Street ^{2,3,4}	50	24	4-foot paved shoulder, one side
Hillside Collector St. ^{2,3,4,9}	27	20	4 foot paved shoulder, one side
Hillside Local St. ^{2,3,4,9} Maximum of 12 dwelling units taking access	23	20	None.
Hillside One-Way Street ^{2, 3, 4, 7,9}	35 to 50 23	16	4-foot paved shoulder, one side
Alley	20	20	None

The following standard is the minimum standard for existing streets. This standard can only be used when the street is serving a limited area and approved by the City Council.

Existing residential streets	Minimum ROW	Minimum Road Surface Width	Pedestrian Improvements
Must be approved by the City Council in a Local Improvement District process.^{8, 2}	30	16	Proposal by applicants

**** If bike lanes are proposed, an additional 10 feet of right-of-way will be needed.**

***** See layout guidelines in "Neighborhood Street Design Guidelines" document. Low impact development techniques such as landscaped buffers, vegetated swales, parking pavers, etc. are encouraged.**

¹ Sidewalks must be the maximum possible when adequate right-of-way is available.

² No parking on either side on pavement.

³ Requires documentation that topographical constraints warrant use of hillside streets. Site plan committee approval required.

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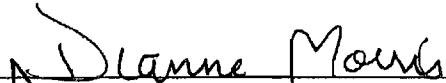
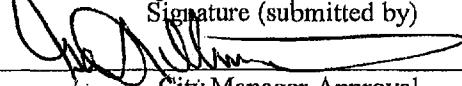
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CITY OF BROOKINGS

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- Following the footnotes in the Table is a new section dealing with existing “collector streets” that are partially in City limits but still under the jurisdiction of Curry County. This can present problems for City residents who must rely on the County for maintenance of their street. Due to topographic constraints most sections of these streets are not able to meet the City “collector” standards. The City/ County Joint Management Agreement states the City will not take over jurisdiction of these streets until they meet our standards. With the adoption of this language, the City would be able to propose to take over jurisdiction.

The Street Ad-hoc Committee received input from the Fire Chief, Police Chief, and City Manager expressing concern about the “residential local” streets that propose to have a 28 ft. paved road surface with parking allowed on both sides and the 24 ft. paved road surface with parking allowed on only one side. This design would sometimes requiring “queing” as shown in **Attachment B**. This diagram is found in the “Neighborhood Street Design Guidelines” document and counters that concern by stating the low speeds in these residential areas together with the driveways spaced along the street where no street parking occurs provides for safe maneuvering and emergency service provider access. The City Manager has provided a memo describing the concerns of some of the City Staff (**Attachment C**). This memo also makes a recommendation that any bio-swales constructed to provide low-impact storm drainage solutions within the City’s right-of-way should be maintained by the property owners it serves rather than Public Works Staff.

The Street Ad-hoc Committee voted to recommend approval of the revisions. On September 7th the Planning Commission reviewed the proposed revisions as described in this report and voted to recommend approval of Chapter 17.170 which follows this report (**Attachment D**).

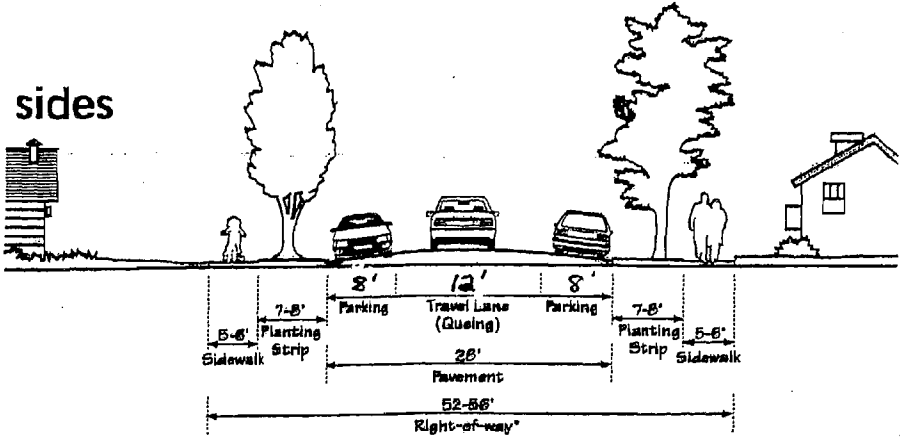
Policy Considerations: N/A

Attachment(s):

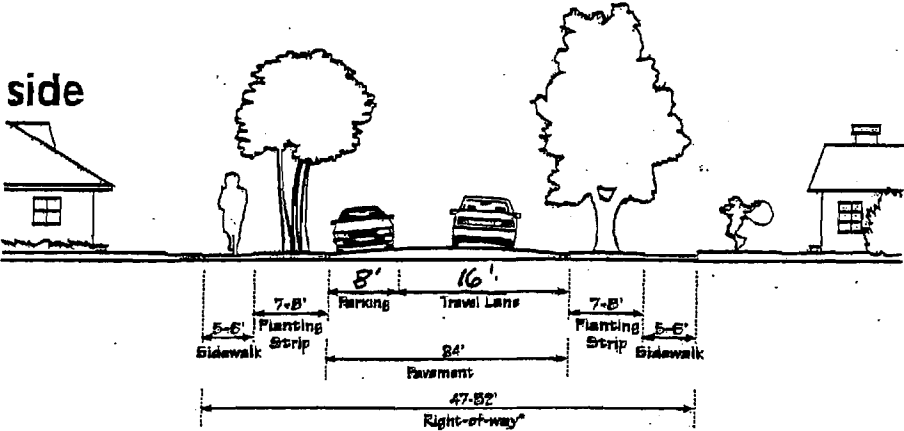
- A. Diagram of proposed residential streets.**
- B. Diagram depicting "queuing".**
- C. Memo from City Manager.**
- D. Draft version of Chapter 17.170, Street Standards, BMC**

Summary of Three Potential Scenarios

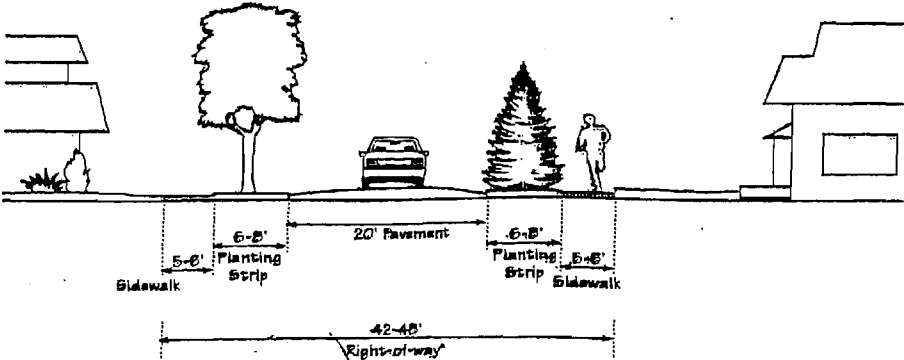
28 Ft Street Parking on both sides



24 Ft Street Parking on one side

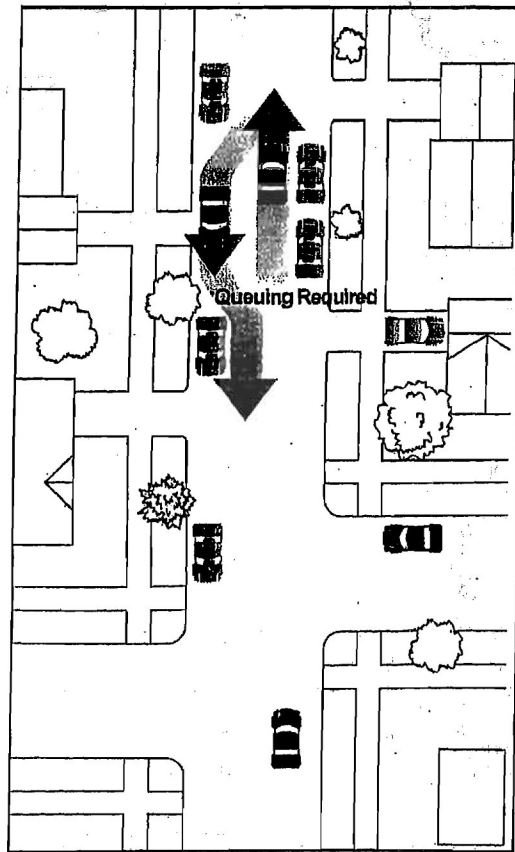
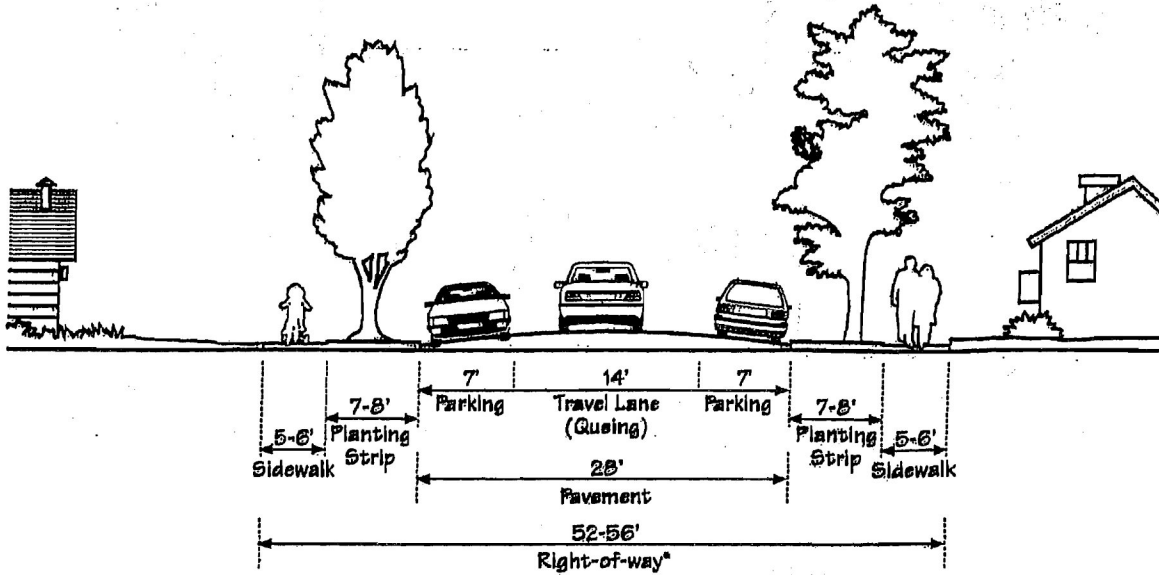


20 Ft Street No on-street parking allowed



Scenario 1

28 Ft. Streets Parking on both sides



MEMORANDUM

Office of the City Manager



GARY MILLIMAN
City Manager

Credentialed City Manager
International City Management Association

TO: Planning Director
Cc: Fire Chief, Police Chief

DATE: August 20, 2010

SUBJECT: Street Standards

With respect to the street standards matter now under consideration by the Planning Commission, please note for the record that the views of the City Manager, Fire Chief, Police Chief and public works staff were expressed during the review of this matter by the joint policy committee appointed by the Mayor and City Council.

We continue to have a concern regarding any standard for new two-way street construction that calls for unimpaired paved travel lanes of less than 20 feet. We believe that any standard that requires "queuing" or otherwise requires drivers to exercise diversionary tactics to avoid collision with a parked or oncoming vehicle presents a traffic and pedestrian safety hazard.

On a second matter, when an open ditch or swale is to be installed within the public street right of way in conjunction with a new street project, the development approval needs to clearly provide that the property owners will be responsible for the maintenance of the open storm water conveyance system. The City Public Works Department does not have sufficient resources to assume responsibility for maintenance of additional open ditches and swales.

Please feel free to convey this information to the Commission should questions concerning these matters arise.

We do not plan to attend the Planning Commission hearing regarding this matter. We have provided our best advice from a public safety and maintenance staff perspective. This matter is now in the hands of the policy makers and we will certainly respect their direction and decision.

Draft Language in *bold, italicized type*

June 4, 2010

17.170.020 Definitions.

The following definitions apply for the purpose of this chapter. Also see definitions in Chapter 17.08 BMC.

"Access" means a way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.

"Access classification" means a ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.

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

"Bicycle facilities" is a general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways. ***Wherever bicycle facilities are provided, proper signage must be installed including the use of "sharrows", if appropriate.***

"Bikeway" means any road, path, or way that is in 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" means a paved 10- to 12-foot-wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other nonmotorized users.
2. "Bike lane" means a four- to six-foot-wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
3. "Shoulder bikeway" means the paved shoulder of a roadway that is four feet or wider; typically shared with pedestrians in rural areas.
4. "Shared roadway" means a travel lane that is shared by bicyclists and motor vehicles. ***Designating a street as a "bicycle boulevard" or "sharrow" will require appropriate signage and modifications. These should only be considered on residential, low traffic volume, interconnected streets.***
5. "Multi-use trail" means an unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.

Draft Language in **bold, italicized type.**

June 17, 2010

17.170.060 Street standards.

.....

C. Standard Minimum Right-of-Way and Roadway Width. Unless otherwise indicated in an adopted neighborhood circulation plan, planned unit development, or authorized by the planning commission as stated in subsection (C)(1) of this section, the street right-of-way and roadway widths shall not be less than the standard shown in Table 17.170.060. ***Additional width on Hillside streets may be required in curves. The City Engineer will determine when such additional width is required.***

1. The planning commission may accept a narrower right-of-way width and/or alternate construction standard than those set forth in Table 17.170.060 where it can be shown by the applicant, to the satisfaction of the commission, ***and to the fire chief having jurisdiction,*** that the topography or the small number of lots served and the probable future traffic development are such that the proposal is justified.

2. Slope Easements. The planning commission may require a perpetual, unobstructed easement adjacent to a public right-of-way where the slope of the land is such that earth movements might damage a public right-of-way. Within this easement area, the natural vegetative cover shall not be disturbed.

3. In areas where a neighborhood circulation plan has been adopted, the right-of-way and roadway width can be constructed to the standards of Table 17.170.060 or at the standards of the adopted neighborhood circulation plan. Once a standard has been determined for any street segment, the remaining portion of the segment will be constructed at that standard ***at the discretion of the Planning Commission.***

Table 17.170.060
Standard Minimum Right-of-Way and Roadway Width For New Streets –
Guidance for Existing Streets
DRAFT 6-17-2010

Type of Street **	Minimum ROW (Feet)	Roadway-Curb to-Curb Minimum Road Surface Width (Feet)	Sidewalk Pedestrian Improvements
State Highway Arterial ¹	80 84	70	5 – 12 feet, both sides
Residential Collector	50 60	36 46 (5 foot bike lanes both sides)	5 feet, both sides
Residential (Local)-*** Maximum of 20 dwelling units taking access. ⁶	45 42	28	5 feet, both sides
Residential (Local)***⁶ Maximum of 12 dwelling units taking access	38	24	5 feet, both sides
Residential (Local) *** Maximum of 8 dwelling units taking access and on-street parking available within 400 feet of this street. ²	30 28 ½	20	5 feet, one side
Downtown Core Area ¹ (See Map 17.92.030-1)	53 50	36	5 – 8 feet, both sides
Residential One-Way Street ²	36 34	20	5 feet, both sides
Half Street ^{2, 5}	25/22 ½ ½ of accepted standard	18/15 ½ of accepted standard	5 feet, one side
Access Road Turn-Around	See public works document "General Engineering Requirements and Standard Specifications"		To be determined based on type of turn-around
Commercial/Industrial ¹	60 58	44	5 – 8 feet, both sides

Commercial One-Way Street	53 50	36	5 – 8 feet, both sides
Hillside Street ^{2,3,4}	50	24	4-foot paved shoulder, one side
Hillside Collector St. ^{2,3,4,9}	27	20	4 foot paved shoulder, one side
Hillside Local St. ^{2,3,4,9} Maximum of 12 dwelling units taking access	23	20	None.
Hillside One-Way Street ^{2,3,4,7,9}	35 to 50 23	16	4-foot paved shoulder, one side
Alley	20	20	None

The following standard is the minimum standard for existing streets. This standard can only be used when the street is serving a limited area and approved by the City Council.

Existing residential streets	Minimum ROW	Minimum Road Surface Width	Pedestrian Improvements
Must be approved by the City Council in a Local Improvement District process.^{8, 2}	30	16	Proposal by applicants

**** If bike lanes are proposed, an additional 10 feet of right-of-way will be needed.**

***** See layout guidelines in "Neighborhood Street Design Guidelines" document. Low impact development techniques such as landscaped buffers, vegetated swales, parking pavers, etc. are encouraged.**

¹ Sidewalks must be the maximum possible when adequate right-of-way is available.

² No parking on either side on pavement.

³ Requires documentation that topographical constraints warrant use of hillside streets. Site plan committee approval required.

⁴ Alternative engineered designed standards may be considered and right-of-way width may vary depending on topography.

⁵ Only used when easement for second half width is secured on adjacent property. Must be approved by planning commission.

⁶ Parking on one side only.

⁷ Paved shoulder must be constructed to meet paved roadway standards.

⁸ **Parking facilities to be proposed by applicant**

⁹ **Curbs may be required depending on City Engineer's recommendation.**

The existing collector streets listed below are not physically able to meet adopted collector standards as stated in the Table above. Any future improvements to these streets must meet the following standards. These streets are in the County's jurisdiction as of the date of this revision. When the existing street pavement is equivalent to the City's construction standards, the City will accept jurisdiction.

Specific Standards for Certain Streets	Right of Way (feet)	Minimum Road Surface Width (feet)	Sidewalk Improvements
Old County Road ^{1, 2}	50	20 ft. and 4 ft. paved shoulder one side adjacent to the north-bound travel lane.	None
Parkview Dr. ^{1, 2}	50	20 ft. and 4 ft. paved shoulder on the predominantly western side	None
North Bank Chetco River Rd. ²	50	24 ft. and 1 ft. paved shoulder both sides	None

1. When applicants engineer demonstrates there are constraints that make this standard impracticable, the 4 ft. paved shoulder may be eliminated. The City must review and agree with the analysis prior to Planning Commission review.

2. Parking prohibited on paved shoulder.

D. Bikeways. See 17.170.020, Definitions, for descriptions of various bikeways. These provisions require consideration of bicycle circulation while providing for flexibility in street design. The City of Brookings encourages this mode of transportation

- Bicycle circulation must be considered on all new streets. Depending on street standard employed, a street must be designated as a shared roadway, or other type of bikeway as described in Definitions.**
- Where sidewalks are required by street design standards, one 10 ft. shared bicycle/pedestrian pathway may be substituted for bike lanes and sidewalk on one side. If the street standard requires sidewalks on both sides, the ten foot shared pathway on one side does not eliminate the required sidewalk on the opposite side, unless the Planning Commission eliminates that requirement.**

E. Low Impact Designs. Use of low impact designs including permeable pavement and storm drainage system utilizing engineered bio-swales, or other techniques/ best management practices reviewed and approved by the City, are encouraged and may be required in some areas. Additional right-of-way may be needed to accommodate the designs. A refund equal to a percentage of the storm drain component of the system development charge may be given by implementing these low impact techniques. See examples in document titled, "Portland Stormwater Manuel".

F. All development proposals, plan amendments or zone changes shall be in conformance with the adopted transportation systems plan.



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CITY OF BROOKINGS

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635 Capitol St NE #150
Salem OR 97301-2540