



Oregon

Theodore R. Kubongoski, Governor

Department of Land Conservation and Development

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Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

06/23/2009

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Yoncalla Plan Amendment
DLCD File Number 001-09

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. 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: Monday, July 06, 2009

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 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 THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Kathleen Finley, City of Yoncalla
Gloria Gardiner, DLCD Urban Planning Specialist
John Renz, DLCD Regional Representative
Bill Holmstrom, DLCD Transportation Planner

<paa> YA

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DLCD

Notice of

THIS FORM MUST BE

In person electronic mailed

DEPT OF

JUN 16 2009

LAND CONSERVATION AND DEVELOPMENT

For DLCD Use Only

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

Jurisdiction: City of Yoncalla

Local file number: YSNP01-08

Date of Adoption: June 9, 2009

Date Mailed: June 15, 2009

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Select one Date: April 13, 2009

- 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".

The City of Yoncalla adopted a Street Network Plan. Amendments were adopted that will revise the Yoncalla Comprehensive Plan, Subdivision and Zoning Ordinance to support the Yoncalla Street Network Plan in order to provide connectivity to the transportation system within the City of Yoncalla.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: [] [] [] [] to: [] [] [] []

Zone Map Changed from: [] [] [] [] to: [] [] [] []

Location: [] [] [] [] Acres Involved: [] [] [] []

Specify Density: Previous: [] [] [] [] New: [] [] [] []

Applicable statewide planning goals:

- 1-19 checklist with checkboxes for various planning goals

Was an Exception Adopted? [] YES x NO

Did DLCD receive a Notice of Proposed Amendment...

- 45-days prior to first evidentiary hearing? [x] 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. See First page

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

□□□□□

Local Contact: **Kathleen Finley**

Phone: **(541 849 2152)** Extension: □□□□□

Address: **PO Box 508**

Fax Number: **541 849-2552--**

City: **Yoncalla**

Zip: **97499**

E-mail Address: **kathy@cityofyoncalla.com**

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, or by emailing **larry.french@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 **larry.french@state.or.us** - **Attention: Plan Amendment Specialist**.

ORDINANCE 402

**AN ORDINANCE ADOPTING AMENDMENTS
TO THE YONCALLA COMPREHENSIVE PLAN**

WHEREAS, the City of Yoncalla City Council, through enactment of Ordinance 402, has adopted amendments to the Yoncalla Comprehensive Plan; and

WHEREAS, the City of Yoncalla Planning Commission reviewed the proposal on June 2, 2009, at a Public Hearing, and recommended approval of the proposed amendments; and

WHEREAS, evidence exists within the record indicating that the proposal meets the requirements of the requirements of applicable state and local law, including consistency with Oregon's Statewide Planning Goals; and

WHEREAS, the City of Yoncalla City Council has conducted public hearings and is now ready to take action;

NOW, THEREFORE, the City of Yoncalla ordains as follows:

Section 1. The City of Yoncalla City Council adopts the amendments to the Yoncalla Comprehensive Plan as set forth in Exhibit A (as amended).

Section 2. The City of Yoncalla City Council adopts the Findings of Fact, attached as Exhibit B, which address the consistency of the proposed amendments with Oregon's Statewide Planning Goals.

Section 3. Severability. If any phrase, clause, or part of this Ordinance is found to be invalid by a court of competent jurisdiction, the remaining phrases, clauses, and parts shall remain in full force and effect.

Passed by the City Council this 9th day of June, 2009.

Signed by the ^{CP.} Mayor this 9th day of June, 2009.

ATTEST:


Kathleen Finely, City Administrator

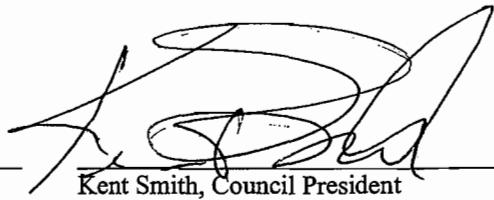

Kent Smith, Council President

Exhibit A
Proposed Amendments to the Yoncalla Comprehensive Plan

GOALS

For a plan to be meaningful and effective, it must address and direct itself to the needs and concepts which are well-founded in the community.

Statewide planning goals, established by the Land Conservation and Development Commission, provide the basic goal foundation for the State of Oregon. Yoncalla has built upon these statewide goals to further direct the community's future direction and development. The Yoncalla Citizens Involvement Committee has evaluated community resources, examined issues and opportunities and established community goals upon which to base objectives and planning proposals for attaining the character and quality of community environment desired for Yoncalla and its urbanizing area.

The following Yoncalla plan Goals were adopted by the Citizens Involvement Committee.

SOCIO-ECONOMIC GOALS

1. To improve employment opportunities and to increase the standard of living for Yoncalla's residents.
2. To promote diversification of the regional economy to include more than the wood products industry.
3. To reduce the area's 'trade-drain' by encouraging retail trade and services to locate in the existing community service center. –

HOUSING – GOALS

1. To preserve Yoncalla's existing housing stock through rehabilitation and maintenance programs.
2. To encourage maintenance of houses in the community at a level that satisfies minimum health standards.
3. To insure new housing uses land in the most efficient manner possible and is developed for a high degree of livability.
4. To encourage "infilling" of individual vacant lots in established residential areas to help satisfy future housing needs.
5. Amendment of the subdivision ordinance, to provide innovation for large parcel development.
6. To meet the housing needs of all members of the community.
7. To support and encourage a variety of housing types to satisfy future housing demands.'
8. To encourage additional elderly housing through both the public and private sector.

NATURAL RESOURCES – GOALS

1. Land Characteristics
 - A. To insure that any development in unstable and potentially hazardous areas does not jeopardize the safety and the property of Yoncalla's residents.
 - B. To preserve good agricultural and woodland soils for farming and timber uses.
 - C. To provide a supply of water adequate to meet the community's needs, and to protect the quality of that supply.
2. Land Use / Existing and Future
 - A. To insure that Yoncalla develops in a cost and energy efficient manner so that livability, and economic vitality are enhanced by future development.
 - B. To retain the Main Street area as the community's major commercial service area.
 - C. Annexations, when practical, should "square off" the City's current boundaries.
 - D. To encourage manufactured housing as cost efficient development throughout the city residential areas.

COMMUNITY FACILITIES – GOALS

1. To provide, in the most efficient manner, water and sewer services adequate to meet projected demands and to satisfy environmental constraints.
2. To insure that community services are well maintained and are expanded to keep pace with Yoncalla's growth.
3. To support the development of recreational facilities within the community by whatever means available to the City.

TRANSPORTATION – GOALS

1. To provide and encourage a safe, convenient and economic transportation system.
- ~~1. To insure that Yoncalla's street network moves traffic efficiently and promotes the safety of both drivers and pedestrians.~~
- ~~2. To develop a street classification plan identifying arterial, collector, and local streets within the community.~~
- ~~3. To upgrade existing streets and construct future streets to classification standards.~~
- ~~2. To develop transportation modes within the community which offer alternatives to the automobile.~~

URBANIZATION AND GROWTH – GOAL

1. To work toward a self-contained community with similar residential densities as currently occur within the community.

The Transportation Strategy LCDC 12 section of the Yoncalla Comprehensive Plan is repealed and amended to read as follows:

Goal 12: Transportation

EXISTING CONDITIONS

The City of Yoncalla has established a system of street classification based on intended street function. The purpose of these classifications is to establish a system of transportation facilities and services that are adequate to meet identified local transportation needs as well as provide appropriate design and maintenance standards to be applied. Figure T-1 displays the existing street system overlain with the street functional classifications. There are three basic functional classes: arterial, collector, and local access streets.

Arterials serve as connectors throughout Yoncalla and link the community with other portions of the County, State, and Interstate transportation systems. Collectors serve traffic within commercial, industrial, and residential neighborhood areas by connecting local neighborhood or district streets to the arterial network. Local access streets give access to individual properties and connect to collectors. There are approximately 7.65 miles of streets in Yoncalla, the majority of which are local access.

Connectivity in Yoncalla varies across different areas of town. Downtown and the central area of Yoncalla are laid out in a small grid pattern. As you move west or north towards the residential areas of town, connectivity declines slightly with many streets ending in cul-de-sacs and dead-ends.

Pedestrian and bike facilities in Yoncalla are limited. Eagle Valley Road is the only street with a designated bike path. However, traffic volume on local streets may allow for safe bicycle travel. Sidewalks exist in some parts of downtown, along Eagle Valley Road, Main, Alder, and Birch, as well as part of First. Sidewalks are also required in newer developments. This has resulted in many small segments of sidewalk scattered throughout town with little or no connectivity between sidewalks and bikeways. Figure T-2 displays existing bike lane facilities. Existing sidewalks are mapped in Figure T-3.

The City of Yoncalla is not served by transit or other commercial bus service providers. Douglas County transit is provided by U-Trans, a public transportation service operated by Umpqua Community Action Network and serving the greater Roseburg area, with commuter services to Winston and Sutherlin; service is not presently provided to Yoncalla.

Yoncalla is serviced by the Central Oregon and Pacific Railroad, which provides freight and rail service operating between Northern California and Eugene, Oregon. No passenger rail service is available to Yoncalla.

The City has commercial and charter air service available through the Eugene and Roseburg Airports.

Yoncalla's transportation planning seeks to develop and maintain a balanced multimodal transportation system that supports the City's land use plan and integrates with the regional transportation system. The goals and policies which follow describe the connection between transportation and land use, establish means to increase travel options, provide for mobility within the system, describe desirable characteristics of transportation facility design, discuss the financial aspects of a transportation system and, finally, encourage coordination with other jurisdictions.

DLCD Goal: To provide and encourage a safe, convenient and economic transportation system.

POLICIES AND OBJECTIVES

Transportation and Land Use

Policy 1: Establish a transportation system that supports Yoncalla's planned land use.

- 1.1 Establish a transportation system that provides access by a variety of modes of travel to neighborhoods, the downtown commercial area, schools, parks, and other significant activity areas.
- 1.2 Mitigate adverse impacts of transportation systems and facilities on neighborhoods. Potential issues of concern could include safety problems due to speeding vehicles, commercial and industrial traffic on local streets, increasing traffic volumes, and/or air and noise pollution. A combination of techniques can be used to avoid or mitigate these impacts, including: creating an interconnected system of streets to distribute the traffic load and lessen the burden on any given street; developing and implementing neighborhood appropriate street design standards; or avoiding connections through residential neighborhoods when they will create new routes for commercial/industrial traffic or by-pass routes.
- 1.3 Establish a street system that promotes and maintains the integrity of neighborhoods. To promote neighborhood integrity, streets should be classified, designed, and developed in a manner that recognizes and respects the surrounding neighborhood. Techniques can include: incorporating street trees and other landscaping, providing recreational access opportunities for bicyclists and pedestrians, installing traffic control features in problem areas, and providing communal spaces for neighborhood activities.
- 1.4 Ensure that there is sufficient right-of-way. At the time of land development or land division, require the dedication of additional street right-of-way in order to obtain adequate street widths in accordance with all street plans adopted by the City.
- 1.5 Investigate opportunities to provide land that is appropriately sited and screened to serve as a community storage area for commercial trucks operated by residents within Yoncalla.

Increase Travel Options

Policy 2: Develop a system of pedestrian and bicycle routes that form an interconnected network between local and regional destinations.

- 2.1 Establish pedestrian and bicycle networks that safely access commercial areas, schools, parks, and other destinations within Yoncalla.
- 2.2 Increase the safety of the non-motorized transportation system by removing hazards and obstructions and through proper design, construction, and maintenance, including retrofitting of existing facilities where needed.
- 2.3 Design streets with features that encourage walking and bicycling.
- 2.4 Design and construct bikeways and pedestrian access ways to minimize potential conflicts between transportation modes.
- 2.5 Align and interconnect new streets to reduce travel distance and promote the use of alternative modes.
- 2.6 Local street layout shall encourage efficient lot layout and shall not create excessive travel lengths.
- 2.7 Incorporate traffic-calming techniques to reduce speeds in areas identified as destinations for bicyclists and pedestrians, such as schools and other areas where excessive speed is a threat to public safety.
- 2.8 The City shall investigate the feasibility of "dial-a-ride" minibus transportation service or other transit connections to the City.

Maintain Mobility

Policy 3: Establish and maintain a roadway network which will efficiently and safely provide for vehicular circulation.

- 3.1 Maintain a system of arterials, collectors, and local access streets that forms an interconnected network for vehicular circulation. Acknowledge the importance of alleys as providing public access and contributing to the pedestrian orientation of public streets.
- 3.2 Minimize bypass traffic and safety impacts on neighborhood streets.

- 3.3 Maintain and improve convenient access for emergency vehicles. Design streets to efficiently and safely accommodate emergency service vehicles. Assure that house numbers and street name signs are clearly visible.
- 3.4 Ensure adequate access to commercial and industrial sites and the safe, efficient, and economic movement of freight and goods.
- 3.5 Maintain the road system in a safe and usable form for all modes of travel.
- 3.6 Manage access points to high volume roadways or connectors in order to minimize conflict with through traffic and ensure traffic safety.
- 3.7 Protect the function of existing and planned transportation systems through the application of appropriate land use regulations. Ensure that development provides adequate on-site and off-street parking to ensure that access on streets is not impeded.
- 3.8 Consider the potential to establish or maintain access ways, paths, or trails prior to the vacation of any public easement or right-of-way.
- 3.9 Provide for the continued maintenance and improvements to existing streets.

Design of Transportation Facilities

Policy 4: Design transportation facilities that reflect neighborhood character.

- 4.1 Pave streets and access easements to the smallest dimensions necessary to accommodate their designed function, including emergency access.
- 4.2 Design and construct transportation facilities to be accessible to all citizens.
- 4.3 Strive to preserve existing significant trees and include appropriate street trees and landscaping in the right-of-way that enhance the streetscape and provide shade and other benefits.
- 4.4 Construct entry gateway features that strengthen the character and identity of the downtown commercial center and Main Street.
- 4.5 Incorporate site features and pedestrian amenities such as lighting, street trees, flower baskets, overhead weather protection, benches, decorative paving, bicycle parking, waste receptacles, and other site elements within the downtown commercial center.
- 4.6 In pedestrian-oriented areas such as the downtown commercial area, improve pedestrian character by minimize the number of driveways through measures such as restricting curb cuts or encouraging property and business owners to combine parking lot entrances and coordinate parking areas. Further, encourage pedestrian friendly building frontages along public sidewalks in the downtown commercial area, which would include design elements that provide interesting, pedestrian-friendly building facades and sidewalk activities, such as buildings built to the sidewalk edge, overhead canopies, transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors.
- 4.7 Design streets to be a neighborhood amenity that will increase livability.
- 4.8 The City shall coordinate with the railroad company to develop dense tree planting on each side of the right-of-way for visual upgrading and suppression of noise.
- 4.9 The City shall encourage coordination between the railroad company and the State to appropriately sign and/or signalize grade crossings for safety purposes.

Energy and Environment

Policy 5: Identify, evaluate, and minimize or mitigate the negative environmental impacts of transportation facilities and services whenever feasible.

- 5.1 Protect the groundwater, storm run-off, and surface water when any road construction or improvements are made. Where appropriate, utilize natural drainage systems incorporated into the street design an opportunity to convey and treat stormwater runoff.
- 5.2 Street designs shall be responsive to topography and shall minimize impacts on natural resources such as streams and wetlands.
- 5.3 Minimizes energy consumption in terms of vehicle miles traveled as well as in terms of street construction and maintenance.

Finance

Policy 6: Balance overall public capital expenditures and revenues for transportation.

6.1 Actively seek financial resources to pursue construction and maintenance of transportation facilities.

6.2 Recognize financial constraints when planning transportation facilities.

Coordination

Policy 7: Actively work to identify, review, and resolve interjurisdictional transportation concerns affecting Yoncalla.

7.1 Participate in regional transportation planning, as necessary.

7.2 Coordinate with Douglas County on issues related to transportation or other facilities maintained by the County within Yoncalla city limits.

7.3 Coordinate City transportation plans with the transportation and land use plans of the State and County, as appropriate, to identify opportunities to maximize benefits while minimizing financial expense.

7.4 Ensure consistency between state, regional and local transportation plans.

7.5 Participate in the planning, design, and development of a regional network of facilities for nonmotorized transportation, such as bike paths connecting Yoncalla to Drain and Elkton.

7.6 Participate in efforts to create a regional Scenic By-Way loop.

~~4.To insure that Yoncalla's street network moves traffic efficiently and promotes the safety of both drivers and pedestrians.~~

~~5.To develop a street classification plan identifying arterial, collector, and local streets within the community.~~

~~6.To upgrade existing streets and construct future streets to classification standards.~~

~~7.To develop transportation modes within the community which offer alternatives to the automobile.~~

TRANSPORTATION STRATEGY
LCDG 12

ARTERIAL HIGHWAY

US HIGHWAY 99

Function—Principal vehicular traffic artery serving Yoncalla and linking the community with other portions of the State and the Interstate Highway System.

OBJECTIVE: To upgrade and improve, in coordination with the State Highway Division, the existing highway cross-section, to include:

POLICIES:

1. For traffic movement separation, the City shall seek to provide curbs and gutters, storm drainage and pedestrian sidewalks with bicycle/handicapped ramps at intersections.
2. The City shall control access of new development through, a site plan review process.
3. The City will coordinate on-street parking policy with the State Highway Division.
4. The City will encourage new development and redevelopment of off-street parking, on commercial, industrial and public properties to optimize traffic safety control by combining ingress and egress points.
5. When necessary to improve safety and traffic carrying capacity, the City will work in cooperation with the State to provide signalization at intersecting arterial streets.

ARTERIAL STREETS

1. Hayhurst Valley Road #24/3rd Street

Function—Hayhurst Valley vehicular access and Highway 99 connector.

2. Yoncalla Elkhead Road #7

Function—Arterial connector between Highway 99 and Interstate

OBJECTIVE: To upgrade and improve these existing arterial connectors to facilitate better access to our State Highway system.

POLICIES:

1. The City shall require a minimum 60 feet of right-of-way for arterial street development and improvement.
2. For traffic movement separation, the City shall seek to provide curbs and gutters, storm drainage and sidewalks with bicycle/handicapped ramps at intersections.
3. The City recognizes these streets as being suitable for potential routes for bicycle links and/or routes and will seek funds to provide this alternate mode of travel.
4. The City will seek to provide street lighting in existing development at the time redevelopment or improvements take place.

COLLECTOR STREETS

1. Hale Trail Road

Function—Industrial—rural service road.

~~2. Cedar Rice Valley Road #30~~

~~Function—Urban—rural collector~~

~~3. Main Street~~

~~Function—Commercial center collector.~~

~~4. Oak-Williams Street~~

~~Function—Urban collector~~

~~5. Mathis Hill Road~~

~~Function—Urban collector and access to City reservoirs.~~

~~6. Mathis Hill Road to Hayhurst Valley Road #24~~

~~Function—Urban collector for undeveloped residential area.~~

~~OBJECTIVE: To upgrade and improve these existing collector streets to provide a more adequate street system to collect and disburse traffic from rural local streets to the arterial and highway systems.~~

~~POLICIES:~~

- ~~1. The City shall require a minimum of 50-60 feet of right of way for collector street development and improvement.~~
- ~~2. For traffic movement separation, the City shall seek to provide curbs and gutters, storm drainage and sidewalks with bicycle/handicapped ramps at intersections.~~
- ~~3. The City recognizes these streets as potential routes for bicycle links and/or routes to move pedestrians from the local street systems into the more urban, densely populated areas, and will seek funding to provide this alternate mode of travel.~~
- ~~4. The City will seek, to provide street lighting in existing development at the time redevelopment or improvements take place.~~

~~LOCAL STREETS~~

~~1. All Local Streets~~

~~Function—Public access to private and public property and principal location for public utilities.~~

~~OBJECTIVE: To improve and develop local streets in a manner best suited to serve and retain the 'small town', rural image of Yoncalla, and to provide vehicular access to all parcels.~~

~~POLICIES:~~

- ~~1. The City shall require a minimum of 50 feet of right of way for all local street development and improvement.~~
- ~~2. In recognition of the traffic movement/ separation concerns, the City shall encourage curbs, gutters, storm drainage and sidewalks with bicycle/handicapped ramps at intersections, when the area developing is best served by this urban concept.~~
- ~~3. The City shall encourage the upgrading of existing streets to general urban standards.~~
- ~~4. The City shall require the necessary minimum right of way at the time of parcel development.~~

~~SOUTHERN PACIFIC RAILROAD~~

~~Function—Local freight and rail service—~~

~~OBJECTIVE: To coordinate with the railroad and the state to maximize the railroad service to Yoncalla with a minimum of disturbance and traffic interruption.—~~

~~POLICIES:~~

~~1. The City shall coordinate with the railroad company to develop dense tree planting on each side of the right-of way for visual upgrading and suppression of noise.~~

~~2.1. The City shall encourage coordination between the railroad company and the State to appropriately sign and/or signalize grade crossings for safety purposes.—~~

~~BICYCLE ROUTES—~~

~~Function—Alternate mode of local transportation, connecting the various segments of the community with principal service and destination areas.—~~

~~OBJECTIVE: Based on an assessment of local demand and the City's financial ability to provide and maintain bicycle routes, incorporate such facilities into the transportation system inventory, utilizing the following guideline:~~

~~POLICIES:—~~

~~1. The City shall prohibit the use of all motorized vehicles on bicycle paths.~~

~~2. Where appropriate, the City will incorporate bikeways within the street; preferably separated from motorized vehicle traffic or as a separate surfaced route.~~

~~3. Independent hard surfaced bicycle paths shall be developed to a minimum of 8 feet in width; 12 feet where appropriate to meet heavy use needs.~~

~~4.1. The City shall properly sign and post all bicycle routes.—~~

~~PEDESTRIAN SYSTEMS~~

~~OBJECTIVE: Pedestrian movement shall be encouraged in commercial areas.—~~

~~POLICIES:~~

~~1. The City shall remove or reduce pedestrian conflicts within street right-of-ways.—~~

~~2.1. The City shall seek to utilize other available locations for pedestrian movement, where appropriate.—~~

~~BUS~~

~~The City of Yoncalla receives limited Greyhound bus service. Twice weekly the RSVP transports elderly Yoncalla residents to Eugene. The residents of Yoncalla depend totally on the automobile to satisfy their transportation needs, as do many small "rural" towns.~~

~~OBJECTIVE: The City shall investigate the feasibility of "dial a ride" minibus transportation service.—~~

~~AIRPORT~~

~~The City has commercial and charter air service available through the Eugene and Roseburg Airports.—~~

The Storm Drainage section of the Yoncalla Comprehensive Plan is amended to read as follows:

.....

Policies:

1. In the policies on improving the street system for Yoncalla, storm/drainage waters are to be placed in separate systems for collection and disbursement to the Creek.
2. Policies and an implementation program will be developed to maintain and protect Yoncalla Creek as the depository for Yoncalla's storm waters.
3. The City shall work cooperative with Douglas County toward maintenance of the Creek from the UGB to the main river deposit.
4. Assure that drainage systems do not adversely affect adjacent properties.

**EXHIBIT B
FINDINGS IN SUPPORT OF AMENDMENTS TO
THE YONCALLA COMPREHENSIVE PLAN
JUNE 9, 2009**

THE YONCALLA CITY COUNCIL FINDS AS FOLLOWS:

General findings

1. This proposal, made by the City of Yoncalla, involves the alteration of, and addition of sections of the Yoncalla Comprehensive Plan.
2. Yoncalla has engaged the services of the Lane Council of Governments to assist the city in the development of a Local Street Network Plan, which includes the development of necessary amendments and refinements to the Comprehensive Plan to respond to Goal 12 requirements and policies.
3. The proposed amendments to the Yoncalla Comprehensive Plan comply with the statewide planning goals. The purpose of the proposed amendments is to achieve consistency between the statewide planning goals and Yoncalla's plans and policies related to the future street network.
2. At a public hearing on June 2, 2009, the Yoncalla Planning Commission passed a motion to recommend consideration of several amendments to the Land Subdivision Ordinance of City of Yoncalla, Oregon by the Yoncalla City Council.
3. On June 9, 2009 the Yoncalla City Council, after a public hearing, adopted a motion approving the proposed changes and additions to the Yoncalla Comprehensive Plan.
4. Criteria to be met for approval of this action by the City of Yoncalla are set forth in the Statewide Land Use Goals. Council findings for these criteria are presented below:

Oregon Statewide Planning Goals

Goal 1: Citizen Involvement

Finding: The proposed amendment has had two public hearings, one before the Yoncalla Planning Commission, and one before the Yoncalla City Council. Notice and an opportunity to be heard were provided to all interested persons. Any testimony and documentary evidence was submitted concerning the proposed code changes. The requirements of goal 1 applicable to this proposal have been complied with.

Goal 2: Land Use Planning

Finding: This goal is intended to be instructive, directional and positive, not limiting local government to a single course of action when some other course of action would achieve the

same result. Citizens in the area and the affected governmental unit have had ample opportunity to review and comment on this proposal.

Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land-use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. These findings will show compliance with the City of Yoncalla's Comprehensive Plan. Goal 2 states that measures shall be consistent with and adequate to carry out plans. The proposed changes will increase Yoncalla's Council and Commission's effectiveness in carrying out the City's Comprehensive Plan policies, as well as the provisions of Goal 12. The City of Yoncalla has determined that the proposed changes to the Yoncalla Municipal Code would be beneficial to the City. The proposed code changes comply with Goal 2.

Goal 3: Agricultural Lands, and Goal 4: Forest Lands

Finding: Goals 3 and 4 are not directly applicable.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Finding: Goal 5 is not directly applicable.

Goal 6: Air, Water and Land Resources Quality

Finding: Goal 6 is not directly applicable.

Goal 7: Areas Subject to Natural Disasters & Hazards

Finding: Goal 7 is not directly applicable.

Goal 8: Recreational Needs

Finding: Goal 8 is not directly applicable.

Goal 9: Economic Development

Finding: The proposed changes to the Yoncalla Comprehensive Plan encourage the safe, efficient and economic flow of freight and other goods. The proposed code changes comply with Goal 9.

Goal 10: Housing

Finding: Goal 10 is not directly applicable.

Goal 11: Public Facilities and Services

Finding: Goal 11 is not directly applicable.

Goal 12: Transportation

Findings:

- 1 Goal 12, Policy 1 recognizes that planning and development of transportation facilities and services should occur in close coordination with land use planning and promotes the

construction of transportation facilities, improvements, and services necessary to support the land use envisioned in the Comprehensive Plan.

- 2 Goal 12, Policy 2 promotes the availability of a variety of transportation choices for moving people that balances vehicular use with other transportation modes, including walking and bicycling in order to avoid principal reliance on any one mode of transportation.
- 3 Goal 12, Policy 3 recognizes the need to provide for safe and convenient vehicular, pedestrian and bicycle access and circulation.
- 4 Goal 12, Policy 4 recognizes the need to establish a transportation system that supports a pattern of travel and land use that will avoid or minimize potential adverse impacts to air quality, traffic and livability. This policy also promotes measures that will make it more convenient for people to walk or bicycle and drive less to meet their daily needs.
- 5 Goal 12, Policy 5 addresses the need to minimize adverse environmental impacts of transportation facilities.
- 6 Goal 12, Policy 6 ensures consideration of potential costs and funding mechanisms for transportation facilities.
- 7 Goal 12, Policy 7 ensures coordination and consistency between state, regional and local transportation planning efforts.

Goal 13: Energy Conservation

Finding: The proposed changes to the Yoncalla Comprehensive Plan address conservation of energy, by utilizing a street network system that provides for more direct routes as well as opportunities for walking and cycling.

Goal 14: Urbanization

Finding: The proposed changes address the availability of the transportation system to accommodate urban development consistent with plans for the provision of urban facilities and services.

Goal 15: Willamette River Greenway

Finding: Goal 15 is not directly applicable.

Goal 16: Estuarine

Finding: Goal 16 is not directly applicable.

Goal 17: Coastal Shorelands

Finding: Goal 17 is not directly applicable.

Goal 18: Beaches and Dunes

Finding: Goal 18 is not directly applicable.

Goal 19: Oceans

Finding: Goal 19 is not directly applicable.

City of Yoncalla Comprehensive Plan

Citizens Involvement

Findings: There was ongoing public outreach throughout the project. The City worked with a Project Advisory committee, composed of local business owners and civic leaders as well as representation from Douglas County, the Oregon Department of Land Conservation and Development (DLCDD) and the Oregon Department of Transportation (ODOT).

An Open House focusing on the Local Street Network Plan was scheduled for November 4, 2008. The Open House was advertised within the City, including notices provided within utility billings sent to households within the City, as well as posting on the City's reader board located at City Hall.

In addition, the proposed amendment has had a public hearing before the Yoncalla City Council and Planning Commission. Notice and an opportunity to be heard were provided to all interested persons. Any testimony and documentary evidence was submitted concerning the proposed code changes. The proposed were also made available at City Hall.

POSSIBLE MOTIONS

MOTIONS IN FAVOR

1. I move that the Yoncalla City Council, on the basis of the foregoing Findings of Fact, approve the proposed amendments to the Yoncalla Comprehensive Plan as contained in **Attachment B**, and adopt proposed Ordinance 402.
2. I move that the Yoncalla City Council, on the basis of the foregoing Findings of Fact, approve the proposed amendments to the Yoncalla Comprehensive Plan as contained in **Attachment B**, **along with changes agreed upon by the City Council at this hearing**, and adopt proposed Ordinance 402.

MOTION IN OPPOSITION

3. I move that the code amendment changes proposed at this City Council hearing **not be approved** based on the Findings in Opposition developed at the hearing.

DECISION

On the basis of the foregoing Findings of Fact, the Yoncalla City Council **approves** the proposed code amendments contained in Attachment B, and adopts proposed Ordinance 402.

Dated this 15th day of June, 2009.

YONCALLA CITY COUNCIL

ORDINANCE 403

**AN ORDINANCE ADOPTING AMENDMENTS
TO THE LAND SUBDIVISION ORDINANCE OF CITY OF YONCALLA, OREGON**

WHEREAS, the City of Yoncalla City Council, through enactment of Ordinance 403, has adopted amendments to the Land Subdivision Ordinance of City of Yoncalla; and

WHEREAS, the City of Yoncalla Planning Commission reviewed the proposal on June 2, 2009, at a Public Hearing, and recommended approval of the proposed amendments; and

WHEREAS, evidence exists within the record indicating that the proposal meets the requirements of the City of Yoncalla Comprehensive Plan and the requirements of applicable state and local law, including consistency with Oregon's Statewide Planning Goals; and

WHEREAS, the City of Yoncalla City Council has conducted public hearings and is now ready to take action;

NOW, THEREFORE, the City of Yoncalla ordains as follows:

Section 1. The City of Yoncalla City Council adopts the amendments to the Land Subdivision Ordinance of City of Yoncalla as set forth in Exhibit A (as amended).

Section 2. The City of Yoncalla City Council adopts the Findings of Fact, attached as Exhibit B, which address the consistency of the proposed amendments with the City of Yoncalla Comprehensive Plan and Oregon's Statewide Planning Goals.

Section 3. Severability. If any phrase, clause, or part of this Ordinance is found to be invalid by a court of competent jurisdiction, the remaining phrases, clauses, and parts shall remain in full force and effect.

Passed by the City Council this 9th day of June, 20 09.

Signed by the ^{C.P.} Mayor this 9th day of June, 20 09.

ATTEST:


Kathleen Finely, City Administrator



Kent Smith, Council President

Exhibit A
Proposed Amendments to the Land Subdivision Ordinance of City of Yoncalla

Section 2 Purpose of the Subdivision Ordinance of the City of Yoncalla, Oregon is amended to read as follows:

SECTION 2. PURPOSE. The City Council of the City of Yoncalla hereby finds and deems that it is reasonably necessary in order to accomplish the orderly development of land within the corporate limits of the City of Yoncalla, and in order to promote the public health, safety and general welfare of the City, to enact this Ordinance, to be hereinafter known as the "Subdivision Ordinance of the City of Yoncalla", in order to:

1. ~~Provide~~ provide rules, regulations and standards to govern the approval of plats for subdivisions, partitions, and lot line alterations; and also the partitioning of land by creation of a street or way;
2. ~~To~~ To carry out the development pattern and plan of the City of Yoncalla, as envisioned by the Comprehensive Plan;
3. ~~and To~~ encourage efficient use of land resources, full utilization of urban services, and transportation options.
4. ~~promote~~ promote the public health, safety and general welfare through orderly and efficient urbanization;
5. ~~thereof and in order to~~ lessen congestion of streets, secure safety from fire, flood, pollution and other dangers; and
6. ~~To~~ provide adequate light and air, and to prevent overcrowding of land and to ~~facilitate~~ provide adequate provision provide for transportation, water supplies, sewage, drainage education, recreation and other needs of the ~~people~~ residents of the City of Yoncalla,
7. Encourage the conservation of energy resources; and
8. ~~the prescribed~~ To provide procedures to be followed in submitting plans and plats of subdivisions for approval.

Section 4 Definitions – Subdivisions and Partitions of the Subdivision Ordinance of the City of Yoncalla, Oregon is amended to read as follows:

B. Definitions - General. For the purposes of this ordinance, the following words and phrases shall mean:

Access easement. An easement recorded for the purpose of providing vehicle, bicycle, and/or pedestrian access from a public street to a parcel across intervening property under separate ownership from the parcel being provided access.

1. Alley. A right-of-way that provides vehicle access to a lot or common parking area. Generally, alleys provide secondary vehicle access; however, where vehicle access from the street is not allowed, not possible, or not desirable the alley may provide primary vehicle access. ~~A minor way for vehicular traffic which is used primarily for service access to the back or side of property abutting a street.~~

2. Area, Lot or Parcel. The total horizontal net area within the property lines of a lot or parcel, but not including that area within a road right-of-way.

3. Arterial. The highest order classification of streets; includes highways and other major streets with limited or no direct access from adjoining properties, generally providing between 8,000 and 30,000 auto daily trips daily. ~~A street which is used primarily for through traffic, or which by its location will likely be needed for such use in the normal growth of the community. (Figure 1)~~

4. Block Length. The distance measured along all that part of one side of a street which is between two intersections or intercepting streets, or between an intersecting or intercepting street and a railroad right-of-way, water course, body of water or unsubdivided acreage.

...

~~6. Business Street. Any block length along any street, other than an "arterial within which there is or will be provided access to one or more commercial structures which in the judgment of the Planning Commission will result in a high volume of business traffic on such street.~~

...

~~8. **Collector, minor/major.** Type of street that serves traffic within commercial, industrial, and residential neighborhood areas, generally providing between 1,500 and 5,000 auto daily trips daily. Connects local neighborhood or district streets to the arterial network. Part of the street grid system. **Collector Street.** A street other than an arterial which is used primarily for carrying traffic to one or more arterials. (Figure 1).~~

9. Cul-De-Sac. A dead-end street with a turn-around. (Figure 1).

...

Dedication. The designation of land by its owner for any public use as shown on a subdivision plat or deed.

11. Hammerhead or "T" End Street. A dead-end street with a turn-around (Figure 1) (See Section 6 A.7)

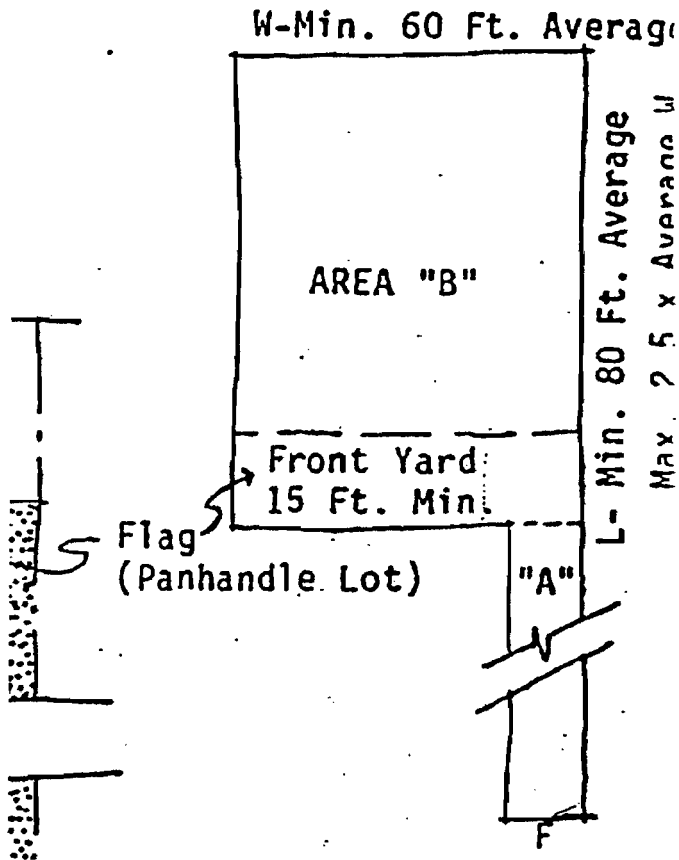
...

18. Improvement Agreement. An agreement that under prescribed circumstances may be used in lieu of required improvements or a performance agreement. It is a written agreement that is executed between the City and a developer, in a form approved by the City Council, in which the developer agrees to sign at a time any and all petitions, consents, etc., and all other documents necessary to improve an abutting road or other required improvements to City standards and to waive all rights or remonstrances against such improvements, in exchange for which the City agrees that the execution of the improvement agreement will be deemed to be compliance with the improvement requirements of the ordinance.

19. Local Street. A street which is used primarily for access to abutting properties, generally serving less than 1,500 auto daily trips daily. (Figure 1).

...

LOT AREA: The total area of a lot measured in a horizontal plane within the lot boundary lines exclusive of public and private road, the stem of a flag lot, and easements of access to other property.



F=Min. 205-Ft. Street Frontage for Access (May be reduced to 12.5 -Ft, if a 12.5 Ft. flag is adjacent and joint lot common access easements are established for both flags and a joint two-way access drive at least 18 Ft. wide is construct to provide joint access to both lots.)

23. Master Road Plan—Means the plan or plans adopted by the City Council in accordance with section 6-A of the ordinance.

...
Right-of-way. An area that allows for the passage of people or vehicles. Right-of-way includes passageways such as freeways, pedestrian connections, alleys, and all streets. A right-of-way may be dedicated or deeded to the public for public use and under the control of a public agency, or it may be privately owned. A right-of-way that is not dedicated or deeded to the public will be in a tract.

Roadway. The portion of a right-of-way that is improved for motor vehicle travel. Roadway includes vehicle travel lanes and on-street parking areas. Roadway does not include area devoted to curbs, parking strips, or sidewalks.

35. Street. A right-of-way that is intended for motor vehicle, pedestrian or bicycle travel or for motor vehicle, bicycle or pedestrian access to abutting property. For the purposes of this Code, street does not include alleys, rail rights-of-way that do not also allow for motor vehicle access, or freeways and their onramps. Any public street, avenue, boulevard, land, road, parkway, highway, or other public way, other than an alley, for the use of vehicular traffic and includes the land between the right of way lines whether improved or unimproved.

C. Findings Required.

1. To approve each final plat, preliminary plat or finished plat the Planning Commission (and City Council on appeal) shall make findings of fact that the plat:

a. Is in substantial conformance to the Comprehensive Plan; and that it

b. Meets appropriate requirements of this ordinance as well as complies with the applicable zoning ordinances and regulations; and that

c. There are adequate provisions for transportation, water supply, sewerage, drainage, education, recreation or other needs; and

d. The location, size, design, and operating characteristics of the proposed development will be compatible with and will not adversely affect the liability or appropriate development of abutting properties and surrounding neighborhood, with consideration to be given to harmony in scale, bulk, coverage, and density; to the availability of public utilities; to the harmful effect, if any, upon desirable neighborhood character; to the generation of traffic and the capacity of surrounding streets; and to any other relevant impact of the development.

2. These findings shall be made in writing as part of the public record of each application for the division of land.

Section 6 Platting Standard of the Subdivision Ordinance of the City of Yoncalla, Oregon is amended to read as follows:

SECTION 6. PLATTING STANDARD

A. General Layout. The plat must be designed to allow for reasonable subdivision and use of adjoining properties. While the plat should generally conform to the grid pattern, innovative layouts will be considered based on the general requirements of this chapter.

B. Streets. All subdivisions shall conform to all the following access and circulation design standards, as applicable:

1. Street Connectivity.

a. Connectivity to Abutting Lands. The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided in this Section. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to allow access to future abutting subdivisions and to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the Planning Commission, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

b. When Abutting an Arterial Street. Property access to abutting arterials shall be minimized. Where such access is necessary, shared driveways may be required in conformance with Section 3.1.2. If vehicle access off a secondary street is possible, then the Planning Commission may prohibit access to the arterial.

c. Continuation of Streets. Planned streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods and to facilitate emergency access and evacuation. Connections shall be designed to meet or exceed the standards in subsection 4. below, and to avoid or minimize through traffic on local streets. Appropriate design and traffic control and traffic calming measures, as provided in subsection 3. below, are the preferred means of discouraging through traffic.

d. Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout the city, subdivisions and site developments shall be served by a connecting network of public streets and/or accessways, in accordance with the block length standards provided in Section C below.

2. Dedication

a. Generally. All lots must have direct legal access as required by the zoning code. The city will determine whether access will be by right-of-way or vehicular-access easement or tract on a case-by-case basis. The Planning Commission may require adequate and proper streets, including arterials, collector streets, local streets, and other streets, to be dedicated to the public by the subdivider of such design and in such location as are necessary to facilitate provision for the transportation and access needs of the community and the subdivision area in accordance with the purpose of this Ordinance.

b. Special Safety Requirements. Where necessary to insure safety, reduce traffic hazards and promote the welfare of the general public and residents of the subdivision area, the planning commission may require that local streets be so designed as to discourage their use by non-local traffic.

c. Future Street Plan. A future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The

plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other divisible parcels within 400 feet surrounding and adjacent to the proposed land division. The street plan is not binding; rather it is intended to show potential future street extensions with future development.

Master Road Plan (See also Transportation Element Comprehensive Plan).

1. Submitting Plan. The Planning Commission shall prepare and submit to the City Council a Master Road Plan or Plans and amendments thereto, for the City of Yoncalla or such portions thereof as necessary, indicating streets and street systems needed to provide for the transportation needs of the community in its normal growth.

2. Adoption of Plans. Upon adoption and approval by the City Council of any such plan or amendments thereto, as from time to time may be submitted by the Planning Commission, a copy thereof shall be filed with the City Recorder and a copy shall be kept in the Planning Commission Office for the use and information of the general public.

3. Effect of Adoption. Any such plan or plans and amendments thereto adopted by the City Council shall be considered by the Planning Commission to be a correct designation of the transportation, access and safety needs of the area or areas included with respect to the streets designated thereon, for the purposes of the determining design and location of streets to be required under section 6-A-1-a and b of this Ordinance, unless convincing evidence to the contrary is presented to the Planning Commission.

23. Width and Design

a. Generally. Widths of street right-of-way and paving design for streets shall be not less than those set forth in the table below; except as follows:

1. That for a street abutting land not in the subdivision area a lesser width may be allowed at the discretion of the Planning Commission where the subdivider presents a satisfactory plan whereby such a street will be expanded to the width otherwise required.

2. The Planning Commission may grant a modification to the nature or extent of any required improvement for any of the following reasons:

a. If the improvement as required would not match the existing improvements, in which case the improvements may be modified to allow for a transition to the required improvement standard.

b. If unusual topographic or physical conditions preclude the construction of the improvements as required.

c. If the proposed improvement utilizes a natural drainage system composed of planted swales adjacent to sidewalk or roadway pavement to capture, store and treat stormwater, in lieu of traditional stormwater conveyance pipes.

d. If other unusual circumstances preclude the construction of the improvements as required.

e. If the City and a neighborhood has agreed upon a modified standard for a particular street.

b. Existing Adjacent Street. The widths of street right-of-way provided in the table below shall be the minimum widths of right-of-way for streets existing along and adjacent to any boundary of the

subdivision area, and the subdivider shall dedicate additional right-of-way as determined by the Planning Commission in accordance with such table, for any such adjacent street where the existing width of right-of-way for such street is less than minimum in such table.

c. Slope Easements. Slope easements shall be dedicated in accordance with specifications adopted by the City Council under Section 7-A of this ordinance.

d. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards established in Section 4.010 of the Yoncalla Zoning Ordinance, applicable provisions of Transportation System Plan, the Comprehensive Plan, and adopted street plans. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.

e. Traffic Calming Features. The City may require the installation of calming features such as traffic circles, curb extensions, reduced street width (parking on one side), medians with pedestrian crossing refuges, and/or special paving to slow traffic in neighborhoods or commercial areas with high pedestrian traffic.

f. Street Sections. Streets shall be designed consistent with the street sections provided in Section 4.010 of the Yoncalla Zoning Ordinance.

<u>TYPE OF STREET</u>	<u>RIGHT OF WAY WIDTH</u>	<u>PAVING WIDTH *</u>
<u>Arterials</u>	<u>60' – 120' – 100' **</u>	<u>36' – 57' – 48' – 58' **</u>
<u>Commercial Main Street</u>	<u>56' – 78'</u>	<u>36' – 58'</u>
<u>Collector Streets and all Business Streets other than Arterials or Main Street</u>	<u>50' – 57' – 80' – 63' **</u>	<u>3234' – 3444' **</u>
<u>Local Streets in Single Family Density Areas</u>		
<u>A. Streets which Streets located within the Urban Residential zoning district which do not contain on-street parking, in the judgment of the Planning Commission will never be more than 2400' in length, and which will have a relatively even division of traffic to two or more exits.</u>	<u>4240' – 4850'</u>	<u>24' – 36' 20</u>
<u>B. Streets located within the Urban Residential zoning district that contain on-street parking on one-side. Other such streets</u>	<u>40' – 47' – 60' – 52'</u>	<u>24' – 23' – 2440'</u>
<u>C. Local access streets serving zones other than Urban Residential</u>	<u>52' – 56'</u>	<u>28'</u>

<u>Cul-de-sacs</u>	40'—50'	28'—36'
<u>Circular ends of Cul-de-sacs</u>	92'—80' — 100' ***	70'—70' - 90' ***
<u>Hammerhead or "T" ends of streets</u>	350' "T" end	45'—20'30'
<u>All streets not specifically provided for above</u>	50'—60'	32'—40'

* Paving measured from face to face of curbs.

** The Planning Commission may require a width within the limits showns based upon adjacent physical conditions, safety of the public and the traffic needs of the community, and in accordance with specifications adopted by the City Council under Section 7 of this ordinance.

*** Measured by diameter of circle constituting circular end. The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the Uniform Fire Code. Circular turnarounds shall have a radius of no less than 35 feet, and not more than a radius of 45 feet (i.e., from center to edge of pavement); except that turnarounds shall be larger when they contain a landscaped island or parking bay at their center. When an island or parking bay is provided, there shall be a fire apparatus lane of 20 feet in width.

34. Reserve Strips. The Planning Commission may require the subdivider to create a reserve strip controlling the access to a street, said strip to be placed under the jurisdiction of the City Council and the Planning Commission, when the Planning Commission determines that a strip is necessary:

- a. To prevent access to abutting land at the end of a street in order to assure the proper extension of the street pattern and the orderly subdivision of land lying beyond the street; or
- b. To prevent access to the side of a street on the side where additional width is required to meet the right-of-way standards provided in the Table of Section-6-A-2-6.B.3.f of this Ordinance; or
- c. To prevent access to land abutting a street of the subdivision, but not within the tract or parcel of land being subdivided; or
- d. To prevent access to land unsuitable for building development.

45. Intersection of Streets

- a. Angles. Streets shall intersect one another at an angle as near to a right angle as is practicable, except where topography or previous adjacent layout requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:
 1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;
 2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and
 3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet, considering topography of the area and previous adjacent layout; where not so practicable, the right of way and street paving within the acute angle shall have a minimum of 30' centerline radius where such angle is not less than 60 degrees. In the case of streets

~~intersecting at an angle of less than 60 degrees, then of such minimum as the Planning Commission may determine in accordance with the purpose of this Ordinance.~~

~~b. Jogs. Intersections shall be so designed that no jog dangerous to the traveling public is created as a result of staggering of intersections; and in no case shall there be a jog of less than 100 feet shall be designed to meet the following standards:~~

- ~~1. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that offsets of less than 300 feet on such streets are created, as measured from the centerline of the street.~~
- ~~2. Spacing between local street intersections shall have a minimum separation of 125 feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area, or similar neighborhood amenity. This standard applies to four-way and three-way (off-set) intersections.~~

~~66. Topography. The layout of streets shall give suitable recognition to surrounding topographical conditions in accordance with the purpose of this Ordinance.~~

~~67. Future Extension of Streets. Where the subdivision area is adjacent to land likely to be subdivided in the future, streets shall continue through to the boundary lines of the tract under the same ownership of which the subdivision area is a part, where the Planning Commission determines that such continuation is necessary to provide for the orderly subdivision of such adjacent land, or the transportation and access needs of the community. The point where the streets temporarily end shall conform to a-c, below:~~

- ~~a. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.~~
- ~~b. A barricade (e.g., fence, bollards, boulders or similar vehicle barrier) shall be constructed at the end of the street by the subdivider and shall not be removed until authorized by the City or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in the street construction cost.~~
- ~~c. Temporary street ends shall provide turnarounds constructed to Uniform Fire Code standards for streets over 150 feet in length.~~

~~78. Cul-de-sacs. There shall be no cul-de-sacs more than 400 feet long or serving more than 18 single family dwellings. Each cul-de-sac shall have a circular end with a minimum diameter right-of-way width and paving as shown in the Table of Section 6-A-2, 6.B.3.f of this Ordinance, or the Planning Commission may approve for hillside conditions, Hammerhead or "T" end cul-de-sacs as provided for in the Table of Section 6.B.3.f 6-A-2 of this Ordinance.~~

~~89. Street Names. Streets that are in alignment with existing named streets shall bear the names of such existing streets. Names for streets that are not in alignment with existing streets are subject to approval by the Planning Commission, and shall not unnecessarily duplicate or resemble the name of any existing or platted street in the City of Yoncalla or its surrounding area. No new street name shall be used which will duplicate or be confused with the names of existing streets in Douglas County.~~

~~10. Street Signs and Traffic Control Devices – The applicant shall install all street signs and traffic control devices in the location and manner established by the City Engineer.~~

~~911. Grades and Curves. Unless other wise approved by the Planning Commission because topographical conditions will not reasonably otherwise permit, the following standards shall apply to the design of new streets:~~

- ~~a. Grades shall not exceed 10% on arterials, 12% on collector streets, or 12% on all other streets (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet).~~

- b. Centerline radii on curves shall not be less than 300 feet on arterials, 200 feet on collector streets or 100 feet on all other streets.
- c. Streets intersecting with a collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging five percent or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.

B12. Alleys

- a. 1-Dedication. The Planning Commission may require adequate and proper alleys to be dedicated to the public by the subdivider of such design and in such location as necessary to provide for the access needs of the subdivision area in accordance with the purpose of this Ordinance.
- b. 2-Width. Width of right-of-way and paving design for alleys shall be not less than 20 feet, except that for an alley abutting land not in the subdivision area a lesser width may be allowed in the discretion of the Planning Commission where the subdivider presents a satisfactory plan whereby such alley will be expanded to the width otherwise required. Slope easements shall be dedicated in accordance with specifications adopted by the City Council under Section 6.B.3.c6-A-2-e of this Ordinance.
- c. 3-Corner Cut-Offs. Where two alleys intersect, 10 feet corner cut-offs shall be provided.
- d. 4-Grades and Curves. Unless otherwise approved by the Planning Commission where topographical conditions will not reasonably permit, grades shall not exceed 12% on alleys, and centerline radii on curves shall not be less than 100 feet.
- e. 5-Other Requirements. All provisions and requirements with respect to streets in Section 6-A-3, 4, 5 and 7 of this Ordinance shall apply to alleys the same in all respects as if the word "street" or "streets" therein appeared as the word "alley" or "alleys" respectively.

C. Blocks

- 1. Block Length. Generally, blocks should not exceed five hundred feet in length. Blocks that are more than seven hundred fifty feet in length should allow for midblock pedestrian access pursuant to subsection 2 below. ~~Block length shall not exceed 1200 feet.~~
- 2. Pedestrian Ways. When necessary for public convenience and safety, the Planning Commission may require the subdivider to dedicate to the public pedestrian ways up to ~~45-18~~ feet in width in any of the following instances:
 - 1. ~~¶~~To connect to cul-de-sacs;
 - 2. ~~¶~~To pass through oddly shaped or unusually long blocks; or
 - 3. ~~¶~~To provide access to schools, parks or other public areas, or to a designated activity center of the city;
 - 4. ~~¶~~If a walkway is indicated as appropriate in the Transportation System Plan, the Comprehensive Plan, or adopted street plans; or
 - 5. ~~¶~~Such design and location as reasonably required to facilitate pedestrian travel.

Pedestrian access shall be provided by means of dedicated rights-of-way, tracts or easements at the city's option.

- 3. Easements for Utilities. Dedication of easements for stormwater sewers, and for access thereto for maintenance, in order to safeguard the public against flood damage and the accumulation of surface water, and dedication of easements for sanitary sewers, and for access thereto for maintenance, and

dedication of easements for other public utilities, may be required of the subdivider by the Planning Commission along lot rear lines, lot side lines or elsewhere as necessary to provide needed facilities for present or future development of the area in accordance with the purpose of this ordinance. Easements for utility lines shall be not less than 14 feet in width; except that for an easement abutting land not in the subdivision area a lesser width may be allowed at the discretion of the Planning Commission where the subdivider presents a satisfactory plan whereby such easement will be expanded to the width otherwise required. Easements for access to sewer lines for maintenance shall be up to 15 feet in width.

DE. Lots

1. Size and Frontage

a. General Requirements

1. Width. Each lot shall have an average width between the lot side lines of not less than 60 feet. Each corner lot and each authorized key lot and butt lot shall have an average width between the lot side of not less than 65 feet. Where either a public water supply or public sewer are NOT presently provided—the lot width shall be sufficient to meet state and city health requirements.

2. Depth. Each lot shall have an average depth between the lot front line and lot rear line of not less than 80 feet and not more than 2 ½ times the average width between the lot side lines. Each double frontage lot shall have an average depth between the lot front line and lot rear line of not less than 120 feet unless a lesser depth is approved by the Planning Commission where necessitated by unusual topographical conditions. Where either a public water supply or public sewers are NOT presently provided—the lot depth shall be sufficient to meet state and city health requirements.

3. Area. Each lot shall comprise a minimum of 6,600 square feet. Where either a public water supply or public sewers are NOT presently provided – the lot area shall be sufficient to meet state and city health requirements.

4. Access. All lots must have legal access to a public street as required by the zoning code. The city will determine whether access will be by right-of-way or vehicular-access easement or tract on a case-by-case basis.

5. Street Frontage. Each lot shall have frontage of not less than ~~60~~25 feet upon a street, except that up to one lot can be created with no frontage upon a public street, provided that the standards for a vehicular access easement required by the zoning code are met. ~~except that a lot on the outer radius of a curved street or facing the circular end of a cul-de-sac shall have frontage of not less than 35 feet upon a street, measured on the arc.~~ Where either a public water supply or public sewers are NOT presently provided – the lots frontage shall be sufficient to ensure an adequately sized lot to meet state and city health requirements.

b. Exceptions

1. Subdivision Area Development As a Unit. (Planned Unit Development). The Planning Commission may in its discretion authorize the relaxation of the lot size and frontage requirements specified herein where the subdivider presents a plan satisfactory to the Planning Commission whereby the entire subdivision area will be designed and developed with provision for solar access and/or proper maintenance of recreation and park area which will be commonly available for recreation and park purposes to the residents of the subdivision area, and which the Planning Commission determines will be of such benefit to said residents as is equal to that which would be derived ~~from~~from observance of the lot size

and frontage requirements otherwise specified, and will be in accordance with the purpose of this Ordinance.

2. Land Zoned For Commercial or Industrial Use. The Planning Commission may in its discretion authorize relaxation of the lot size and frontage requirements specified herein in the case of land zoned for commercial or industrial use, where such relaxation is necessary in consideration of the suitability of the land for such use, and in accordance with the purpose of this Ordinance.

3. Lot Retained For Future Subdivision. The Planning Commission may in its discretion waive lot frontage requirements where in its judgment a lot should and will be retained by the subdivider, and the future subdivision of such lot will be best protected by the creation of a reserve strip separating such lot from any street.

2. Key Lots and Butt Lots. There shall be no key lots or butt lots except where authorized by the Planning Commission where such lots are necessitated by unusual topographical conditions or previous adjacent layout.

3. Lot Side Lines. As far as is practicable, lot side lines shall run at right angles to the street upon which the lots face, except that on curved streets they shall be radial to the curve.

4. Suitability for Intended Use. All lots shall be suitable for the purpose for which they are intended to be used. No lot shall be of such size or design as to be detrimental to the health, safety or sanitary needs of the residents of the subdivision area or of such lot, as determined by the Planning Commission in accordance with the purposes of this Ordinance.

5. Future Subdivision of Lots. Where the subdivision will result in a lot one-half acre or larger in size which in the judgment of the Planning Commission is likely to be subdivided in the future, the Planning Commission may require that the location of the lot lines and other details of layout be such that the future subdivision may readily be made without violating the requirements of this Ordinance and without interfering with orderly extension of adjacent streets. Any restriction of building within future street locations shall be made a matter of record if the Planning Commission deems it necessary for the purpose of this Ordinance.

EE. Drainage.

Where land in the subdivision area or will be periodically subject to accumulations of surface water or is traversed by any water course, channel, stream, or creek the Planning Commission may require subdivider to provide for adequate unrestricted drainage over drainage land by dedicating to the public easements therefore approved by the Planning Commission as adequate for the drainage needs of the area, or, where necessary in the judgment of the Planning Commission for protection of such needs, by conveying ownership of such drainage land for drainage purposes to the City of Yoncalla.

EG. Railroad.

1. Crossings. Special requirements may be imposed by the Planning Commission, including but not limited to provisions for separation of street and railroad grades, in connection with any railroad crossing which will immediately affect the safety of the residents of the subdivision area, for the protection of such residents and the general public and in accordance with the purpose of this Ordinance.

2. Subdivision Area Adjacent To Right-Of-Way. Where the subdivision area is adjacent to a railroad right-of-way, and the surrounding economic and physical conditions indicate such property will be used for industrial purposes in the normal growth of the community all streets shall be located at a sufficient distance from said right-of-way to allow for reasonable sites for in industrial use adjacent to said right-of-way.

GH. Partial Development.

Where the subdivision area includes only part of the tract owned by the subdivider, the Planning Commission may require a sketch of a tentative layout of streets in the remainder of said tract.

HJ. Possible Hazard Areas (Amended by Ordinance 273)

Those areas proposed for development which have over 12% slope, possible water inundation, or appear to be unstable or marginal lands as determined by the City Planning Commission shall be subject to the following:

1. Submission of a topographic study showing slopes in excess of 12%
2. Submission of a geologic/soil engineering report verifying suitability of site for development. Engineered foundations requiring and engineers stamp shall be required.
3. Submission of information to show flood water elevations. If an area is shown to be in designated "Flood Plain," the developer will be subject to the Flood Plain requirements as established by the Federal Flood Insurance Program and adopted by the Douglas County Commissioners.

Section 7 Improvement of the Subdivision Ordinance of the City of Yoncalla, Oregon is amended to read as follows:

SECTION 7. IMPROVEMENT.

A. Specifications

1. Submitting Specifications. Common Council shall cause to have prepared and shall adopt specifications for improvements, including the construction of streets and alleys, construction of curbs and gutters, dedication of slope easements for streets and alleys, construction of pedestrian ways in subdivision areas. Such specifications shall conform to proper engineering standards relevant thereto, and be so devised as to facilitate provision for the health, safety and welfare needs of the City of Yoncalla area affected in accordance with the purpose of this Ordinance.

2. Procedure. The procedure for preparing, submitting and adopting all such specifications and amendments thereto, including notice and hearing, shall conform to that required by law for the enactment of Ordinances.

3. Adoption of Specifications. Upon adoption by the Common Council of any such specifications and amendment thereto, as from time to time may be adopted by the City Engineer, a copy thereof shall be filed with the City Recorder and a copy shall be kept in the office of the City Engineer and in the office of the Planning Commission for the use and information of the general public. The Planning Commission will publish city specifications and typical drawings for sale to the public.

B. Water Supply. All lots within the subdivision shall be served by the water supply system of the City of Yoncalla. (As amended by Ord. 273)

C. Sewage. All lots within the subdivision shall be served by the sewage system of the City of Yoncalla. (As amended by Ord. 273)

D. Land Surface Drainage. Such grading shall be done and such drainage facilities shall be constructed by the subdivider as are adequate for the purpose of proper drainage of the subdivision area of areas affected thereby, and for the preservation of healthful and convenient surroundings and conditions for residents of the subdivision area and the benefit of the general public, in accordance with the specifications adopted by the City Council under Section 7-A of this Ordinance.

E. Streets and Alleys. The subdivider shall grade and pave all streets and alleys in the subdivision area to the width specified in Section 6 of this Ordinance and provide for drainage of all such streets and alleys, and construct curbs and gutters within the subdivision area in accordance with specifications adopted by the City Council under Section 7-A of this Ordinance. Such improvements shall be constructed to specifications of the City of Yoncalla.

F. Sidewalks. Sidewalks shall be located and constructed in accordance with the provisions of Section 4.010 of the Yoncalla Zoning Ordinance, applicable provisions of Transportation System Plan, the Comprehensive Plan, and adopted street plans ~~the Sidewalk Ordinance of the City of Yoncalla~~, to include handicapped wheelchair ramps ~~handicapped ramps~~ at all street intersections.

G. Pedestrian Ways. A walk strip not less than 5 feet in width shall be paved in the center of all dedicated pedestrian ways. Such paving shall conform to specification adopted by the City Council under 7-A of this Ordinance.

H. Underground Utility Service Facilities. All Utility lines including but not limited to those required for electric, communication, lighting and cable television services and related facilities may be placed underground except surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, high

capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above. The subdivider shall make all necessary arrangements with the serving utility to provide all services.

I. Bikeways. Bicycle lanes shall be located and constructed in accordance with the provisions of Section 4.010 of the Yoncalla Zoning Ordinance, applicable provisions of Transportation System Plan, the Comprehensive Plan, and adopted street plans. ~~The Planning Commission shall consider the need for bikeways of bike paths in the subdivision in relation to adopted plans for bikeways in the community and may require installation and dedication by the subdivider. Construction shall conform to the specifications adopted by the City Council. Bikeways may be built in conjunction with sidewalks and pedestrian ways.~~

J. Street Lights. Developer is to install street lights in a pattern fitting the subdivision and according to the specifications of the City of Yoncalla.

K. Fire Hydrants. Developer is to install suitable fire hydrants meeting City of Yoncalla specifications to serve fire flow requirements of the subdivision.

L. Street Signs. Developer is to install standard street traffic and regulatory signs and posts according to the specifications of the City of Yoncalla.

M. Performance Agreement. The Planning Commission shall consider for approval the final plat or finished plat provided that at the time of submission of such plat or finished plat a petition form improvements as required herein has been properly executed by the subdivider who is effecting the subdivision and will be assessed for said improvements. Other procedures may be used in accordance with city standards and specifications.

N. Park and Recreation Needs. All subdivisions over 30 acres in area shall consider one lot, centrally located within the subdivision, for dedication to park and recreation uses.

O. Street Trees and Landscape Strip. Developer is required to install street trees within the street right-of-way within existing and proposed planting strips or in sidewalk tree wells. Trees shall be spaced no more than 30 feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers. All street trees shall be placed outside utility easements.

EXHIBIT B
FINDINGS IN SUPPORT OF AMENDMENTS TO
THE LAND SUBDIVISION ORDINANCE OF CITY OF YONCALLA, OREGON
JUNE 9, 2009

THE YONCALLA CITY COUNCIL FINDS AS FOLLOWS:

General findings

1. This proposal, made by the City of Yoncalla, involves the alteration of, and addition of sections of the Land Subdivision Ordinance of City of Yoncalla, Oregon. The Amending process is in conformance with proper amendment procedure per section 10 of the Land Subdivision Ordinance of City of Yoncalla, Oregon.
2. At a public hearing on June 2, 2009, the Yoncalla Planning Commission passed a motion to recommend consideration of several amendments to the Land Subdivision Ordinance of City of Yoncalla, Oregon by the Yoncalla City Council.
3. On June 9, 2009 the Yoncalla City Council, after a public hearing, adopted a motion approving the proposed changes and additions to the Land Subdivision Ordinance of City of Yoncalla, Oregon.
4. Criteria to be met for approval of this action by the City of Yoncalla are set forth in the Statewide Land Use Goals, and the policies in the City of Yoncalla Comprehensive Plan. Council findings for these criteria are presented below:

Oregon Statewide Planning Goals

Goal 1: Citizen Involvement

Finding: The proposed amendment has had two public hearings, one before the Yoncalla Planning Commission, and one before the Yoncalla City Council. Notice and an opportunity to be heard were provided to all interested persons. Any testimony and documentary evidence was submitted concerning the proposed code changes. The requirements of goal 1 applicable to this proposal have been complied with.

Goal 2: Land Use Planning

Findings: This goal is intended to be instructive, directional and positive, not limiting local government to a single course of action when some other course of action would achieve the same result. Citizens in the area and the affected governmental unit have had ample opportunity to review and comment on this proposal.

Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land-use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. The City's

Comprehensive Plan was updated as a result of the completion of a Local Street Network Plan. The proposed amendments were made to be consistent with the updated Comprehensive Plan polices. Therefore the proposed amendments conform to the land use planning process and framework consistent with Goal 2.

Goal 3: Agricultural Lands, and Goal 4: Forest Lands

Finding: Goals 3 and 4 are not directly applicable.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Finding: Goal 5 is not directly applicable.

Goal 6: Air, Water and Land Resources Quality

Finding: Goal 6 is not directly applicable.

Goal 7: Areas Subject to Natural Disasters & Hazards

Finding: Goal 7 is not directly applicable.

Goal 8: Recreational Needs

Finding: Goal 8 is not directly applicable.

Goal 9. Economic Development

Finding: The proposed changes to the Yoncalla Comprehensive Plan encourage the safe, efficient and economic flow of freight and other goods. The proposed code changes comply with Goal 9.

Goal 10: Housing

Finding: Goal 10 is not directly applicable.

Goal 11: Public Facilities and Services

Finding: Goal 11 is not directly applicable.

Goal 12: Transportation

Findings:

1. The proposed amendments address connection of streets. The purpose of these provisions is to provide an interconnected network to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utilities and emergency services and provide multiple travel routes.
2. The proposed amendments revise sections addressing the design of streets. The purpose of these provisions is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth and provide a range of transportation options, including options for driving, walking, and bicycling. The proposed amendments reduce the paving width of collector and local access streets in order to improve the design of streets with respect to livability and respond to potential adverse impacts associated with wider pavement area, including increased costs to develop and maintain, increased impervious surface coverage with resulting runoff and water quality

problems, and increased traffic speeds. The revised standards continue to provide for the operational needs of streets, including pedestrian and bicycle circulation and emergency vehicle access.

3. The proposed amendments revise sections addressing the length of blocks. The purpose of these provisions is to reduce the size of long blocks in order to reduce excessive travel lengths and size the neighborhood into more walkable increments.
4. The proposed amendments revise the provisions addressing curb radii. The purpose of these revisions is to reduce the distance across street intersections, where possible, by using small curb radii. Generally, as corner radius increases, the pedestrian crossing distance increases. As a result, smaller curb radii are desired to improve walkability.
5. The proposed amendments provide the opportunity to modify the street standards to address unusual circumstances where the built conditions or physical features of the land create severe constraints, or natural features that should be preserved.
6. The proposed amendments add provisions addressing appropriate spacing between streets, as well as driveways in order to address safety issues.
7. The proposed amendments add provisions addressing traffic control devices that may be needed to address speeding impacts within Yoncalla.

Goal 13: Energy Conservation

Finding: Goal 13 is not directly applicable.

Goal 14: Urbanization

Finding: Goal 14 is not directly applicable.

Goal 15: Willamette River Greenway

Finding: Goal 15 is not directly applicable.

Goal 16: Estuarine

Finding: Goal 16 is not directly applicable.

Goal 17: Coastal Shorelands

Finding: Goal 17 is not directly applicable.

Goal 18: Beaches and Dunes

Finding: Goal 18 is not directly applicable.

Goal 19: Oceans

Finding: Goal 19 is not directly applicable.

City of Yoncalla Comprehensive Plan

City of Yoncalla Comprehensive Plan

SOCIO-ECONOMIC GOALS

1. **To improve employment opportunities and to increase the standard of living for Yoncalla's residents.**
2. **To promote diversification of the regional economy to include more than the wood products industry.**
3. **To reduce the area's 'trade-drain' by encouraging retail trade and services to locate in the existing community service center. –**

Finding: None of the proposed code amendments impact this element.

HOUSING – GOALS

1. **To preserve Yoncalla's existing housing stock through rehabilitation and maintenance programs.**
2. **To encourage maintenance of houses in the community at a level that satisfies minimum health standards.**
3. **To insure new housing uses land in the most efficient manner possible and is developed for a high degree of livability.**
4. **To encourage "infilling" of individual vacant lots in established residential areas to help satisfy future housing needs.**
5. **Amendment of the subdivision ordinance, to provide innovation for large parcel development.**
6. **To meet the housing needs of all members of the community.**
7. **To support and encourage a variety of housing types to satisfy future housing demands.'**
8. **To encourage additional elderly housing through both the public and private sector.**

Finding: Included within the proposed code amendments are provisions addressing street layout. Street layout standards have been designed to encourage efficient layout. The street designs proposed contribute to livability by emphasizing local travel needs and creating a safe, inviting space for community activity.

NATURAL RESOURCES – GOALS

1. **Land Characteristics**
 - A. **To insure that any development in unstable and potentially hazardous areas does not jeopardize the safety and the property of Yoncalla's residents.**
 - B. **To preserve good agricultural and woodland soils for farming and timber uses.**
 - C. **To provide a supply of water adequate to meet the community's needs, and to protect the quality of that supply.**
2. **Land Use / Existing and Future**
 - A. **To insure that Yoncalla develops in a cost and energy efficient manner so that livability, and economic vitality are enhanced by future development.**
 - B. **To retain the Main Street area as the community's major commercial service area.**

- C. **Annexations, when practical, should "square off" the City's current boundaries.**
- D. **To encourage manufactured housing as cost efficient development throughout the city residential areas.**

Finding: Included within the proposed code amendments are provisions addressing protection of potentially hazardous areas, storm water, and other natural resources when planning for and constructing new streets. The proposed amendments also address the need to minimize energy consumption in terms of vehicle miles traveled as well as in terms of street construction and maintenance by providing an interconnected street network.

COMMUNITY FACILITIES – GOALS

- 1. **To provide, in the most efficient manner, water and sewer services adequate to meet projected demands and to satisfy environmental constraints.**
- 2. **To insure that community services are well maintained and are expanded to keep pace with Yoncalla's growth.**
- 3. **To support the development of recreational facilities within the community by whatever means available to the City.**

Finding: None of the proposed code amendments impact this element.

TRANSPORTATION – GOALS

- 4.1 **To provide and encourage a safe, convenient and economic transportation system.**

Finding: The proposed amendments promote a transportation system and development pattern that results in a balanced, multi-modal system that enhances opportunities for people to walk and bike. The regulations include provisions for street design elements such as sidewalks, landscaped sidewalk buffers, on-street parking, street trees, landscaping, and street lighting in order to provide an environment that is not only attractive, but can slow traffic and encourage walking and bicycling. At the same time, the standards provide for the operational needs of streets, including vehicular, pedestrian and bicycle circulation and emergency vehicle access.

URBANIZATION AND GROWTH – GOAL

- 1. **To work toward a self-contained community with similar residential densities as currently occur within the community.**

Finding: None of the proposed code amendments impact this element.

Council finds the proposed changes to the Yoncalla Municipal Code to be in sufficient conformance with the Oregon Land Use Planning Goals and the policies contained within City of Yoncalla Comprehensive Plan.

POSSIBLE MOTIONS

MOTIONS IN FAVOR

1. I move that the Yoncalla City Council, on the basis of the foregoing Findings of Fact, approve the proposed amendments to the and Subdivision Ordinance of City of Yoncalla, Oregon as contained in **Attachment C**, and adopt proposed Ordinance 403.
2. I move that the Yoncalla City Council, on the basis of the foregoing Findings of Fact, approve the proposed amendments to the and Subdivision Ordinance of City of Yoncalla, Oregon as contained in **Attachment C, along with changes agreed upon by the City Council at this hearing**, and adopt proposed Ordinance 403.

MOTION IN OPPOSITION

3. I move that the code amendment changes proposed at this City Council hearing **not be approved** based on the Findings in Opposition developed at the hearing.

DECISION

On the basis of the foregoing Findings of Fact, the Yoncalla City Council **approves** the proposed code amendments contained in Attachment C, and adopts proposed Ordinance 403.

Dated this _____ day of _____, 20_____.

YONCALLA CITY COUNCIL

ORDINANCE 404

AN ORDINANCE ADOPTING AMENDMENTS
TO THE YONCALLA ZONING ORDINANCE

WHEREAS, the City of Yoncalla City Council, through enactment of Ordinance 404, has adopted amendments to the Yoncalla Zoning Ordinance; and

WHEREAS, the City of Yoncalla Planning Commission reviewed the proposal on June 2, 2009, at a Public Hearing, and recommended approval of the proposed amendments; and

WHEREAS, evidence exists within the record indicating that the proposal meets the requirements of the City of Yoncalla Comprehensive Plan and the requirements of applicable state and local law, including consistency with Oregon's Statewide Planning Goals; and

WHEREAS, the City of Yoncalla City Council has conducted public hearings and is now ready to take action;

NOW, THEREFORE, the City of Yoncalla ordains as follows:

Section 1. The City of Yoncalla City Council adopts the amendments to the Yoncalla Zoning Ordinance as set forth in Exhibit A (as amended).

Section 2. The City of Yoncalla City Council adopts the Findings of Fact, attached as Exhibit B, which address the consistency of the proposed amendments with the City of Yoncalla Comprehensive Plan and Oregon's Statewide Planning Goals.

Section 3. Severability. If any phrase, clause, or part of this Ordinance is found to be invalid by a court of competent jurisdiction, the remaining phrases, clauses, and parts shall remain in full force and effect.

Passed by the City Council this 9th day of June, 20 09.

Signed by the Mayor this 9th day of June, 20 09.
C.P.

ATTEST:


Kathleen Finely, City Administrator

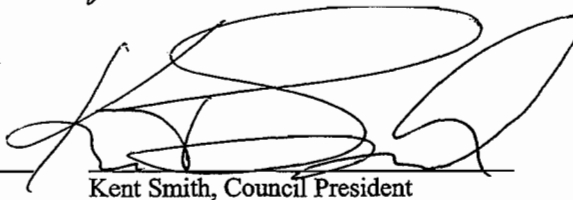

Kent Smith, Council President

Exhibit A

Proposed Amendments to the Yoncalla Zoning Ordinance

Section 1.030 – Definitions of the Zoning Ordinance of the City of Yoncalla, Oregon is amended to read as follows:

Section 1.030. Definitions.

1. **ACCESS:** A way or means of approach to provide pedestrian, bicycle, and/or motor vehicular entrances or exits to a property. The way or means by which pedestrians and vehicles enter and leave property.

...

Access easement. An easement recorded for the purposed of providing vehicle, bicycle, and/or pedestrian access from a public street to a parcel across intervening property under separate ownership from the parcel being provided access.

Access spacing/intersection spacing. The minimum required distance from an intersection of a public or private street to the nearest driveway or other access connection, measured from the closest edge of the pavement of the intersecting street to the closest edge of the pavement of the connection along the traveled way.

3. **ALLEY:** A right-of-way that provides vehicle access to a lot or common parking area. Generally, alleys provide secondary vehicle access; however, where vehicle access from the street is not allowed, not possible, or not desirable the alley may provide primary vehicle access. A minor way which is used primarily for vehicular access to the back or side of properties otherwise abutting on a street.

Arterial. The highest order classification of streets; includes highways and other major streets with limited or no direct access from adjoining properties, generally providing between 8,000 and 30,000 auto daily trips daily.

Bicycle facility. There are different types of bicycle facilities: In general, a bicycle facility a public or private way designed for and dedicated to bicycle use. It may consist of a road, a lane within or on the shoulder of a road, a path, multi-use path, or other way that is specifically designated for bicycle travel or shared bicycle/pedestrian travel.

Collector, minor/major. Type of street that serves traffic within commercial, industrial, and residential neighborhood areas, generally providing between 1,500 and 5,000 auto daily trips daily.. Connects local neighborhood or district streets to the arterial network. Part of the street grid system.

Curb cut - A driveway opening delineated by a concrete apron along a street.

Dead-end street. A street that connects to another street at only one end and does not have a City-approved turnaround on its other end. A pedestrian connection may extend from the end of a dead-end street to connect with another street of any type, or with another pedestrian connection.

Local Street. A street which is used primarily for access to abutting properties, generally serving less than 1,500 auto daily trips daily..

Pedestrian Way. A walkway or multi-use pathway providing a through connection for pedestrians between two streets, between two lots, or between a development and adjoining public right-of-way. It may be an access way for pedestrians and bicyclists (with no vehicle access), or a walk way on public or private property (i.e., with a public access easement).

Public access easement. A public access easement is an easement granted to the public for all the purposes for which a public sidewalk may be used, including but not limited to, pedestrian and bicycle travel.

Right-of-way. An area that allows for the passage of people or vehicles. Right-of-way includes passageways such as freeways, pedestrian connections, alleys, and all streets. A right-of-way may be dedicated or deeded to the public for public use and under the control of a public agency, or it may be privately owned. A right-of-way that is not dedicated or deeded to the public will be in a tract.

Roadway. The portion of a right-of-way that is improved for motor vehicle travel. Roadway includes vehicle travel lanes and on-street parking areas. Roadway does not include area devoted to curbs, parking strips, or sidewalks.

Sidewalk. A paved walkway within a public street right-of-way that is generally located adjacent to and separated from the roadway by a curb or curb and planter strip.

78. STREET: A right-of-way that is intended for motor vehicle, pedestrian or bicycle travel or for motor vehicle, bicycle or pedestrian access to abutting property. For the purposes of this Code, street does not include alleys, rail rights-of-way that do not also allow for motor vehicle access, or freeways and their onramps. The entire width between the right-of-way lines of every public way for vehicular and pedestrian traffic and includes the terms "road", "highway", "lane", "place", "avenue", "alley", and other similar designations.

Street tree. A tree planted in a planter strip or tree well between the street and sidewalk.

Turnaround. A vehicle maneuvering area at the end of a dead-end street (e.g., hammerhead, cul-de-sac, or other configuration) that allows for vehicles to turn around.

Section 4.010. Access and Circulation of the Zoning Ordinance of the City of Yoncalla, Oregon is amended to read as follows:

Section 4.010. Access and Circulation. Every lot shall abut a street other than an alley, for at least 25 feet. The purpose of this section is to ensure that developments provide safe and efficient access and circulation for pedestrians and vehicles. Section 4.010(1) provides vehicular access and circulation. Section 4.010(2) provides standards for pedestrian access and circulation. Standards for streets and other transportation system improvements are provided in Section 4.010(3).

(1) Vehicular Access and Circulation

- (a) Intent and Purpose. The intent of this Section is to manage access to land uses and on-site circulation, and to preserve the transportation system in terms of safety, capacity, and function. This Section applies to all public streets within the City of Yoncalla, and to all properties that abut these roadways or are served by access easements providing access to public streets. This Section implements the access management policies of the City of Yoncalla's Comprehensive Plan.
- (b) Applicability. This Section applies to all public streets within the City and to all properties that abut these streets. The standards apply when lots are created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation; and when properties are subject to Building Permit, Land Use Review or Site Design Review.
- (c) Traffic Study Requirements. The application shall describe the proposed access to and from the site and estimate potential vehicle traffic increases resulting from the project (per the ITE manual). The City may require a traffic study prepared by a qualified professional to determine access, circulation, and other transportation requirements.
- (d) Conditions of Approval. The City may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting a development permit, to ensure the safe and efficient operation of the street and highway system.
- (e) Vehicular Access Easement or Tract Standards.
 - (i) When Allowed. All new development shall have frontage abutting a public street, except as follows:
 - 1) A temporary access easement may be allowed for one additional new lot or parcel of a temporary basis, subject to conditions imposed by the City.
 - 2) A permanent access easement shall be allowed for one additional new lot or parcel when it can be shown that it is not possible to provide the required frontage on a street because of physical or other limitations that preclude street development.
 - 3) In all other cases, a dedicated and improved public right-of-way is required. See Section 4.010(3) for the required improvements.
 - (ii) Roadway Widths. For vehicular access easements or tracts, minimum standards for widths are established as follows:
 - 1) When no Fire Department access road is required, the following standards shall be required:
 - a) The minimum standard for an access easement serving a single family residence is 16 feet of unobstructed pavement in a 21-foot-wide easement or tract; for easements or tracts less than 100 feet in length, the City Engineer may reduce the standard to 10 feet of unobstructed pavement in a 15-foot-wide easement or tract if the easement or tract and abutting driveways are located to allow for safe ingress and egress.
 - b) For all other uses, the minimum standard is 20 feet of unobstructed paved surface with vertical cast in place curbs and gutters within a 20-foot-wide easement or tract.

- 2) Otherwise, the access easement roadway shall comply with the Fire Access provisions in subsection j below.
 - 3) Roadway Standards. The paved surface in an easement or tract shall have a minimum of two inches of asphalt concrete over a suitably prepared base which has a minimum thickness of four inches of crushed rock or three inches of asphalt-treated base. The City Engineer is authorized to modify the standards for a paved surface on a case-by-case basis.
- (f) Corner and Intersection Separation; Backing onto Public Streets. New and modified accesses shall conform to the following standards:
- (i) New property access shall not be permitted within fifty (50) feet of an intersection unless no other reasonable access to the property is available. Where no other alternatives exist, the City may allow construction of an access connection at a point less than 50 feet from an intersection, provided the access is as far away from the intersection as possible. The City may reduce required separation distance of access points where they prove impractical due to lot dimensions, existing development, other physical features, or conflicting code requirements. In such cases, the City may impose turning restrictions (i.e., right in/out, right in only, or right out only), as determined by the City Engineer.
 - (ii) Access to and from off-street parking areas shall not permit backing onto a public street, except for single-family dwellings.
- (g) Site Circulation. New developments shall be required to provide a circulation system that accommodates expected traffic on the site. Pedestrian connections on the site, including connections through large sites, and connections between sites (as applicable) and adjacent sidewalks, must conform to the provisions in Section (2) below.
- (h) Joint Access – Requirement. The number of driveway and private street intersections with public streets should be minimized by the use of shared driveways for adjoining lots where feasible. When necessary for traffic safety and access management purposes, or to access flag lots, the City may require joint access and/or shared driveways in the following situations as follows:
- (i) For shared parking areas:
 - (ii) For adjacent developments, where access onto an arterial is limited:
 - (iii) For multi-tenant developments, and developments on multiple lots or parcels. Such joint accesses and shared driveways shall incorporate all of the following:
 - 1) A maximum width of 20 feet, in addition to any parking alongside the driveway; additional driveway width or fire lanes may be approved when necessary to accommodate specific types of service vehicles, loading vehicles, or emergency service provider vehicles.
 - 2) Driveway stubs to property lines (for future extension) and other design features to make it easy to see that the abutting properties may be required with future development to connect to the cross-access driveway.
 - 3) Property owners shall record an easement with the deed allowing access to and from other properties served by the joint-use driveways or service drive. The easement shall defining maintenance responsibilities of property owners.
- (i) Access Connections and Driveway Design. All driveway connections to a public right-of-way (access) and driveways shall conform to all of the following design standards:
- (i) Driveway Width.
 - 1) Driveways for uses other than single-family residences shall meet the following standards:
 - a) One-way driveways (one way in or out) shall have a minimum driveway width of 10 feet, and a maximum width of 12 feet, and shall have appropriate signage designating the driveway as a one-way connection.

b) For two-way access, each lane shall have a minimum width of 9 feet and a maximum width of 11 feet.

2) Driveway width for single family residences shall be a maximum of 20 feet in width, unless otherwise approved by the City Engineer.

(ii) Driveway Approaches. Driveway approaches shall be designed and located to provide exiting vehicles with an unobstructed view of other vehicles and pedestrians, and to prevent vehicles from backing into the flow of traffic on the public street or causing conflicts with on-site circulation. Development shall comply with the clear vision areas established in Section 4.020.

(iii) Driveway Construction. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive, as shown in Figure A. Driveway aprons shall conform to ADA requirements for sidewalks and walkways, which generally require a continuous unobstructed route of travel that is not less than 3 feet in width, with a cross slope not exceeding 2 percent, and providing for landing areas and ramps at intersections.

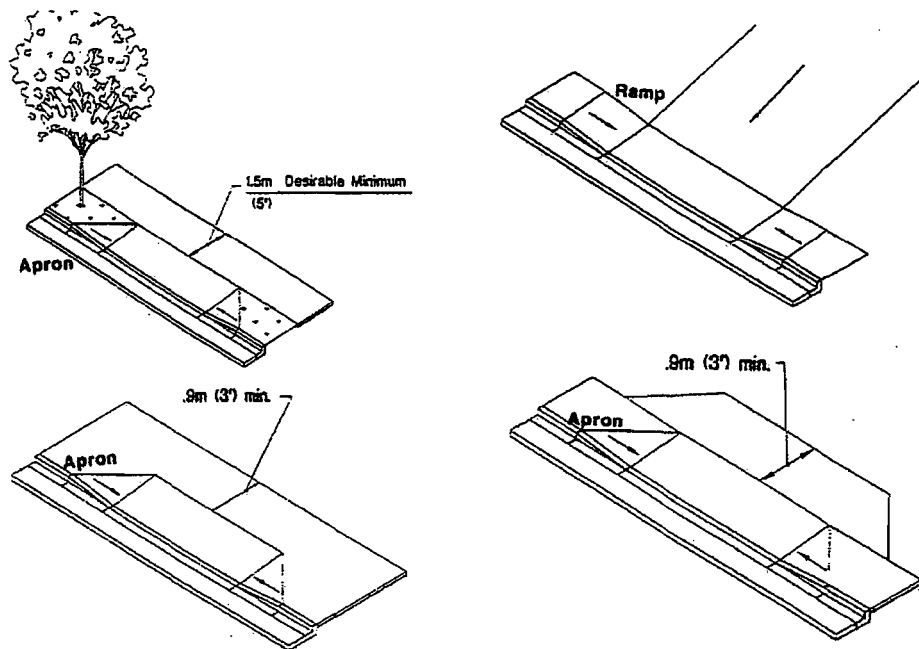


Figure A Examples of Acceptable Driveway Openings Next to Sidewalks/Walkways

(i) Fire Access and Turnarounds. When required under the Uniform Fire Code, fire access lanes with turnarounds shall be provided. Except as waived in writing by the Fire Marshal, a fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. The drive shall contain unobstructed adequate aisle width (14-20 feet) and turn-around area for emergency vehicles. The Fire Marshal may require that fire lanes be marked as "No Stopping/No Parking." For requirements related to cul-de-sacs or dead-end streets, please refer to Section 4.010(3)(m).

(k) Vertical Clearances. Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13' 6" for their entire length and width.

(l) Construction. The following development and maintenance standards shall apply to all driveways, access easements, and private streets, except that the standards do not apply to driveways serving one single family residence:

(i) Surface Options. Driveways, parking areas, aisles, and turnarounds may be paved with asphalt, concrete, or comparable surfacing, or a durable non-paving or porous paving material may be used to reduce surface water runoff and protect water quality. Driveway and street materials shall be subject to review and approval by the City Engineer.

(ii) Surface Water Management. Drainage from all driveways, parking areas, aisles, and turnarounds shall be collected and treated in accordance with the Yoncalla Municipal Code

(iii) Driveway Aprons. When driveway approaches or "aprons" are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing and conform to the City's engineering design criteria and standard specifications. (See Figure A above.)

(2) Pedestrian Ways

(a) General – Promoting an interconnected network of pedestrian routes within neighborhoods is an important goal within the City. Providing pedestrian access from buildings to abutting rights-of-way, walkways and other uses on the subject property, and connections between properties help meet the objectives of nonmotorized transportation policies. Installing pedestrian connections and other pedestrian improvements with new development reduces the reliance on vehicles, reduces traffic congestion and promotes nonmotorized travel options and provides health benefits.

(i) The applicant shall comply with the following pedestrian access requirements with new development, except for one single family residence:

1) Provide pedestrian walkways designed to minimize walking distance from the primary entrances to all buildings and the abutting right-of-way or pedestrian walkway.

2) Provide pedestrian walkways between the primary entrances to all businesses, uses, and/or buildings on the subject property.

3) Provide pedestrian walkways that connect all on-site parking areas, storage areas, recreational facilities and common areas.

4) Provide pedestrian walkways to existing or planned off-site adjacent trails, public parks, and open space areas to the greatest extent practicable.

5) Provide pedestrian walkways connecting to adjacent properties. Exceptions: Pedestrian connections to industrial uses are not required. The location for the access points at property edges and to adjacent lots shall be coordinated with existing and planned development to provide convenient pedestrian links between developments. Where there are topographic changes in elevation between properties, stairs or ramps shall be provided to make the pedestrian connection.

6) All parking lots which contain more than 25 stalls must include pedestrian walkways through the parking lot to the main building entrance or a central location.

7) Development Standards Required for Pedestrian Ways

a) The applicant shall install pedestrian walkways pursuant to the following standards:

i) Must be at least five feet wide;

ii) Must be distinguishable from traffic lanes by painted markings, pavement material, texture, or raised in elevation;

iii) Must have adequate lighting for security and safety. Lights must be nonglare and mounted no more than 20 feet above the ground;

iv) Must be centrally located on the subject property;

v) Must be accessible;

vi) Barriers which limit future pedestrian access between the subject property and adjacent properties are not permitted;

vii) Easements to provide rights of access between adjacent properties shall be recorded prior to project occupancy

(b) Pedestrian Ways – In addition to the pedestrian walkways required in subsection a, the City may require the applicant to install additional public pedestrian walkways on the subject property in any of the following circumstances where the walkway is reasonably necessary as a result of the development activity:

(i) To connect to cul-de-sacs;

(ii) To pass through oddly shaped or unusually long blocks; or

(iii) To provide access to schools, parks or other public areas, or to a designated activity center of the city;

(iv) If a walkway is indicated as appropriate in the Transportation System Plan, the Comprehensive Plan, or adopted street plans; or

(v) Such design and location as reasonably required to facilitate pedestrian travel.

(vi) Standards – General – The applicant shall install public pedestrian walkways pursuant to the following standards:

1) Pedestrian access shall be provided by means of dedicated rights-of-way, tracts, or easements at the City's option;

2) The width of the access right-of-way, tract, or easement, and the walkway material and width, shall be no greater than 18 feet, as determined by the City Engineer;

3) The height of solid (blocking visibility) fences along pedestrian walkway that is not directly adjacent to a public or private street right-of-way shall be limited to 42 inches unless otherwise approved by the City;

4) All new building structures shall be set back a minimum of five feet from any pedestrian access right-of-way, tract, or easement that is not directly adjacent to a public or private street right-of-way;

5) The alignment of walkways shall consider the location of proposed and existing buildings (preferably along building fronts or property lines).

(3) Public Improvements

(a) Purpose. The purpose of this Section is to provide planning and design standards for public and private transportation facilities and utilities. Streets are the most common public spaces, touching virtually every parcel of land. Therefore, one of the primary purposes of this Section is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth and provide a range of transportation options, including options for driving, walking, and bicycling.

(b) When Standards Apply. Unless otherwise provided, the standard specifications for construction, reconstruction, or repair of transportation facilities, utilities, and other public improvements within the City shall occur in accordance with the standards of this Section. No development may occur unless the public facilities related to development comply with the public facility requirements established in this Section. The applicant shall comply with the provisions of this Section if the applicant is granted a development permit unless:

- (i) The applicant is proposing an addition to or replacement of an existing structure and the cost of the street improvements along the property frontage is greater than 20 percent of the cumulative building alterations according to the following:
- 1) Street improvement costs shall include, but not be limited to, roadway asphalt, storm drainage, curb and gutter, landscape strip, street trees, and concrete sidewalk.
 - 2) For properties with multiple street frontages, the average length of the combined multiple street frontages will be used for the purposes of determining whether street improvements are required. If street improvements are required, the cost of the improvements along any of the multiple street frontages shall not exceed 20 percent of the cumulative building alterations.
 - 3) Street improvement costs shall be evaluated by the City Engineer and shall include engineering and administration costs.
 - 4) Building alteration costs shall be evaluated using the current Building Valuation Data charts published annually by the International Conference of Building Officials (ICBO). Any valuations not specified in that publication will be determined by the Building Official. Other site improvements such as driveways, sidewalks, utility lines, sheds, etc., will not be included in the valuation.
- (ii) The applicant or previous owner of the subject property installed improvements in the adjacent right-of-way as part of a subdivision, partition or other development permit approved within four years prior to the present development permit application.
- (c) Engineering Design Criteria, Standard Specifications and Details. The design criteria, standard construction specifications and details maintained by the City Engineer, or any other road authority with jurisdiction, shall supplement the general design standards of this Development Code. The City's specifications, standards, and details are hereby incorporated into this code by reference.
- (d) Conditions of Development Approval. No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this Code. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of the development on public facilities. Findings in the development approval shall indicate how the required improvements are directly related and roughly proportional to the impact.
- (e) Transportation Standards
- (i) Development Standards. The following standards shall be met for all new uses and developments:
- 1) All new lots created, consolidated, or modified through a land division, partition, lot line adjustment, lot consolidation, or street vacation must have frontage or approved access to a public street, except as otherwise established under Section 4.010(1). The street frontage shall be a minimum of 25 feet.
 - 2) Streets within or adjacent to a development shall be improved in accordance with the provisions of this Section.
 - 3) Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this Section, and public streets shall be dedicated to the applicable road authority.
 - 4) New streets and drives shall be paved and shall comply with the roadway design specifications maintained by the City Engineer.
- (ii) Guarantee. The City may accept a future improvement guarantee (e.g., owner agrees not to object to the formation of a local improvement district in the future) in lieu of street improvements if one or more of the following conditions exist:

- 1) A partial improvement may create a potential safety hazard to motorists or pedestrians:
 - 2) Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation; or
 - 3) The improvement would be in conflict with an adopted capital improvement plan or is part of a larger project that has been scheduled for implementation in the City's Capital Improvement Program or other adopted transportation plan.
- (iii) Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed in the public interest by the City Council, and the deeded right-of-way conforms to the standards of this Code.
- (iv) Creation of Access Easements. The City may approve an access easement when the easement is necessary to provide for access and circulation in conformance with Section 4.010, Access and Circulation.
- (v) Street Location, Width, and Grade. Except as noted below, the location, width and grade of all streets shall conform to an approved street plan or subdivision plat. Street location, width, and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:
- 1) Street grades shall be approved by the City Engineer in accordance with the design standards in subsection n. below; and
 - 2) Where the location of a street is not shown in an existing street plan, the location of streets in a development shall either:
 - a) Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this Section, or
 - b) Conform to a street plan adopted by the City if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets, and the need for public convenience and safety.
 - 3) Minimum Rights-of-Way and Street Sections. Subsection vi through ix below establish different improvements for the different classifications of rights-of-way. Street rights-of-way and improvements shall be the widths established below. Where a range of width is indicated, the width shall be determined by the City Engineer.

The City may grant a modification to the nature or extent of any required improvement for any of the following reasons:

 - a) If the improvement as required would not match the existing improvements, in which case the improvements may be modified to allow for a transition to the required improvement standard.
 - b) If unusual topographic or physical conditions preclude the construction of the improvements as required.
 - c) If other unusual circumstances preclude the construction of the improvements as required.

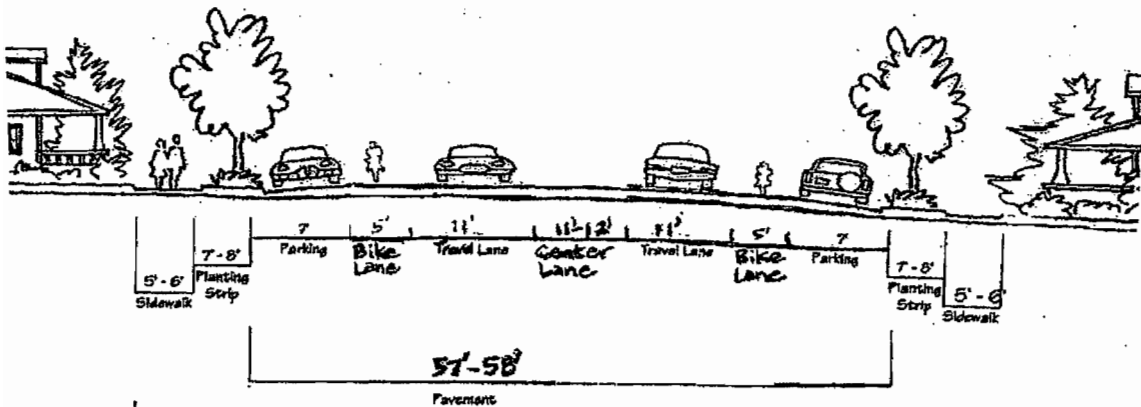
d) If the proposed improvement utilizes a natural drainage system composed of planted swales adjacent to sidewalk or roadway pavement to capture, store and treat stormwater, in lieu of traditional stormwater conveyance pipes.

e) If the City and a neighborhood has agreed upon a modified standard for a particular street.

(vi) Arterial Streets

1) The City Engineer shall determine the extent and nature of other improvements required in arterial streets on a case-by-case basis, but at minimum should incorporate the following standards.

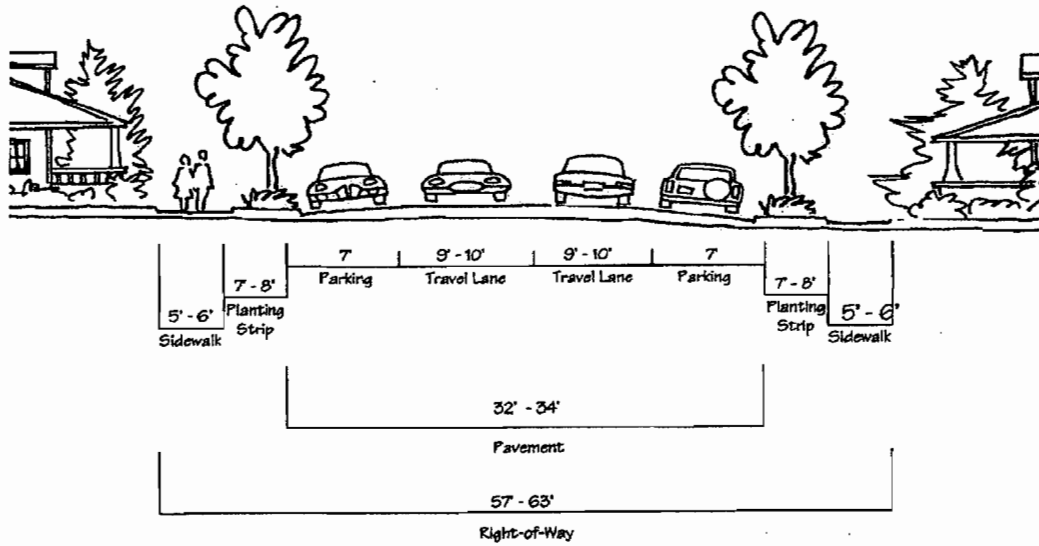
<u>Street Type</u>	<u>Right-of-Way</u>	<u>Number of Lanes</u>	<u>Lane Width</u>		<u>Bicycle Lane Width</u>	<u>Parking</u>	<u>Landscape Strip</u>	<u>Curb and Gutter</u>	<u>Sidewalks</u>
			<u>Center</u>	<u>Thru</u>					
<u>Arterial</u>	<u>80-foot minimum Right-of-way width determined by width of required improvements, rounded up to nearest interval of 5 feet.</u>	<u>2</u>	<u>11-12 feet</u>	<u>Two 11-foot lanes</u>	<u>Two 5-foot bike lanes</u>	<u>Allowed both sides</u>	<u>7-8-foot width required both sides with or without sidewalk</u> <u>Shall include street trees 30 feet on center with grass sod or groundcover</u> <u>Shall be adjacent to the curb</u>	<u>Required both sides</u> <u>Must install vertical curb, gutter, and storm water collection and conveyance systems, unless otherwise approved by the City Engineer as part of a Natural Drainage System.</u>	<u>5-6 foot-wide sidewalks required on both sides of the street unless otherwise specified in the land use Comprehensive Plan, a design report for the specific street, or as a specific condition of development.</u>



(viii) Collector Streets

(a) The chart and diagram below establish the extent and nature of the improvements that must be provided in collector streets. Collector streets would typically serve between 1,500 and 5,000 automobile trips daily.

<u>Street Type</u>	<u>Right-of-Way</u>	<u>Number of Lanes</u>	<u>Lane Width</u>	<u>Parking</u>	<u>Landscape Strip</u>	<u>Curb and Gutter</u>	<u>Sidewalks</u>
Collector	60-foot minimum Right-of-way width determined by width of required improvements.	2	Two 9-10-foot lanes	Allowed both sides	7-8-foot width required both sides with or without sidewalk Shall include street trees 30 feet on center with grass sod or groundcover Shall be adjacent to the curb	Required both sides Must install vertical curb, gutter, and storm water collection and conveyance systems, unless otherwise approved by the City Engineer as part of a Natural Drainage System.	5-6 foot-wide sidewalks required on both sides of the street unless otherwise specified in the land use Comprehensive Plan, a design report for the specific street, or as a specific condition of development.



(ix) Commercial Main Street

- 1) The chart and diagrams below establish the extent and nature of the improvements that must be provided in a Commercial Main Street. This street section was originally devised as part of the *Downtown Vision for Yoncalla, Oregon*. This street standard is intended to be used for the design of Main Street.

<u>Street Type</u>	<u>Minimum Requirements for Street Type</u>	<u>Minimum Right-of-Way</u>	<u>Parking</u>	<u>Curb and Gutter</u>	<u>Landscape Strip</u>	<u>Sidewalks</u>
<u>Main Street</u>	<u>1. Pavement width is 36 feet.</u>	<u>56 feet.</u>	<u>Allowed on both sides.</u>	<u>Required both sides</u> <u>Must install vertical curb, gutter, and storm water collection and conveyance systems, unless otherwise approved by the City Engineer as part of a Natural Drainage System.</u>	<u>Shall include street trees 30 feet on center in tree grates.</u>	<u>1. 10-foot-wide sidewalks required on both sides of the street.</u>

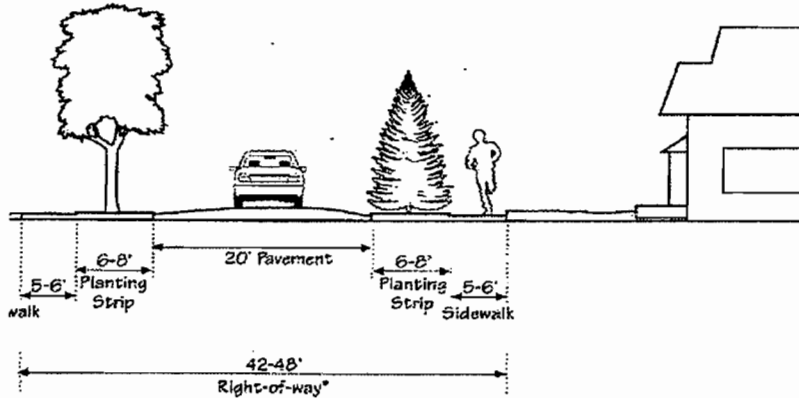


(x) R-20 Local Access Streets

(a) The chart and diagrams below establish the extent and nature of the improvements that must be provided in an R-20 street. This street standard is intended to be used for streets located within the Urban Residential zoning district.

<u>Street Type</u>	<u>Minimum Requirements for Street Type</u>	<u>Minimum Right-of-Way</u>	<u>Parking</u>	<u>Curb and Gutter</u>	<u>Landscape Strip</u>	<u>Sidewalks</u>
<u>20 feet (R-20)</u>	<ol style="list-style-type: none"> <u>1. Pavement width is 20 feet.</u> <u>2. Cul-de-sacs shall have 70-foot pavement diameter.</u> <u>3. Shall not be dead-ended if length exceeds 400 feet.</u> <u>4. A cul-de-sac is required on dead-end streets, 200-400 feet long. A vehicle hammerhead turnaround may</u> 	<p><u>42-48 feet</u></p> <p><u>80-foot diameter for cul-de-sacs</u></p> <p><u>Right-of-way width determined by width of required improvements.</u></p>	<p><u>Posted "No Parking Anytime"</u></p>	<p><u>Required both sides</u></p> <p><u>Must install vertical curb, gutter, and storm water collection and conveyance systems, unless otherwise approved by the City Engineer as part of a Natural Drainage System.</u></p>	<p><u>6-8-foot width required both sides with or without sidewalk</u></p> <p><u>Shall include street trees 30 feet on center with grass sod or groundcover</u></p> <p><u>Shall be adjacent to the curb</u></p>	<ol style="list-style-type: none"> <u>1. 5-6-foot-wide sidewalks required on both sides of the street unless otherwise specified in the Comprehensive Plan, a design report for the specific street, or as a special condition of development.</u> <u>2. For permanently dead-ended streets less than 300 feet long, no sidewalk required unless a pedestrian</u>

<u>be required on any street less than 200 feet long.</u>					<u>connection is available at the end of the street.</u>
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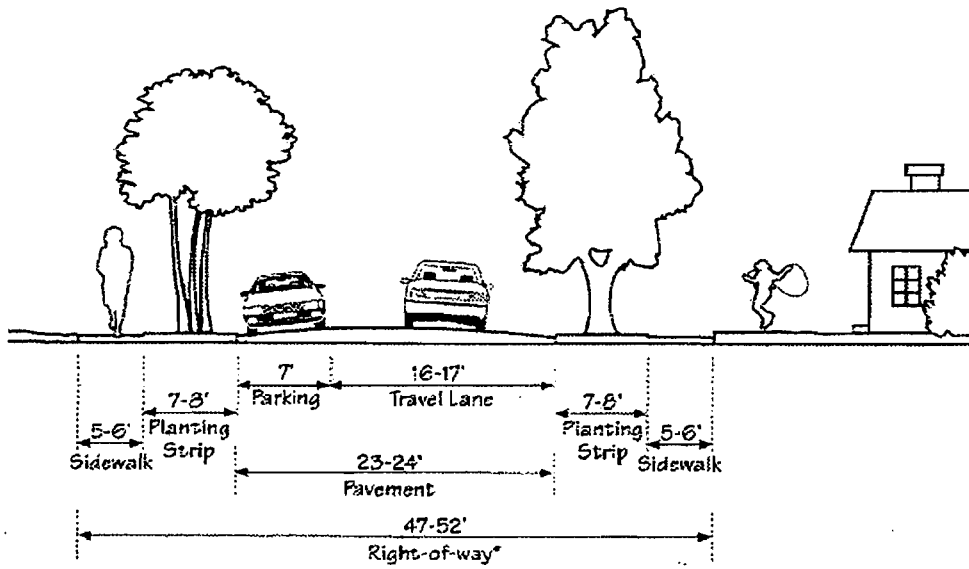


(xi) R-24 Local Access Streets

(a) The chart and diagrams below establish the extent and nature of the improvements that must be provided on an R-24 street. This street standard is intended to be used for streets within the Urban Residential zoning district, if site conditions necessitate the need for on-street parking.

<u>Street Type</u>	<u>Minimum Requirements for Street Type</u>	<u>Minimum Right-of-Way</u>	<u>Parking</u>	<u>Curb and Gutter</u>	<u>Landscape Strip</u>	<u>Sidewalks</u>
<u>24 feet (R-24)</u>	<ol style="list-style-type: none"> <u>1. Pavement width is 24 feet.</u> <u>2. Cul-de-sacs shall have 70-foot pavement diameter.</u> <u>3. Shall not be dead-ended if length exceeds 400 feet.</u> <u>4. A cul-de-sac is required on dead-end streets exceeding 200</u> 	<p><u>47-52 feet</u></p> <p><u>80-foot diameter for cul-de-sacs</u></p> <p><u>Right-of-way width determined by width of required improvements.</u></p>	<p><u>Allowed on one side. Cul-de-sacs posted "No Parking Anytime"</u></p>	<p><u>Required both sides</u></p> <p><u>Must install vertical curb, gutter, and storm water collection and conveyance systems, unless otherwise approved by the City Engineer as part of a Natural</u></p>	<p><u>6-8-foot width required both sides with or without sidewalk</u></p> <p><u>Shall include street trees 30 feet on center with grass sod or groundcover</u></p> <p><u>Shall be adjacent to the curb</u></p>	<p><u>1. 5-6-foot-wide sidewalks required on both sides of the street unless otherwise specified in the Comprehensive Plan, a design report for the specific street, or as a special condition of development.</u></p>

<u>feet in length. A vehicle hammerhead turnaround may be required on any street less than 200 feet long.</u>			<u>Drainage System.</u>		
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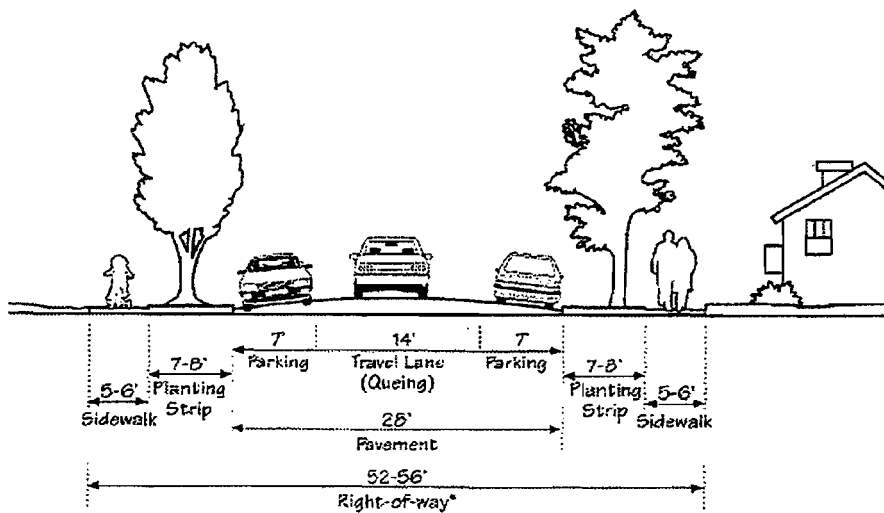


(xii)R-28 Local Access Streets

(a) The chart and diagrams below establish the extent and nature of the improvements that must be provided on an R-28 street. This street standard is intended to be used for local access streets serving zones other than Urban Residential.

<u>Street Type</u>	<u>Minimum Requirements for Street Type</u>	<u>Minimum Right-of-Way</u>	<u>Parking</u>	<u>Curb and Gutter</u>	<u>Landscape Strip</u>	<u>Sidewalks</u>
<u>28 feet (R-28)</u>	<u>1. Pavement width is 28 feet.</u> <u>2. Cul-de-sacs shall have 70-foot pavement diameter.</u> <u>3. A cul-de-sac is required on dead-end streets exceeding 200</u>	<u>52-56 feet</u> <u>80-foot diameter for cul-de-sacs</u> <u>Right-of-way width determined by width of required</u>	<u>Allowed both sides</u> <u>Cul-de-sacs posted.</u> <u>"No Parking Anytime"</u>	<u>Required both sides</u> <u>Must install vertical curb, gutter, and storm water collection and conveyance systems, unless otherwise</u>	<u>6-8-foot width required both sides with or without sidewalk</u> <u>Shall include street trees 30 feet on center with grass sod or</u>	<u>1. 5-6-foot-wide sidewalks required on both sides of the street unless otherwise specified in the Comprehensive Plan, a design report for the specific street, or as a special condition.</u>

	<u>feet in length. A vehicle hammerhead turnaround may be required on any street less than 200 feet long.</u>	<u>improvements.</u>		<u>approved by the City Engineer as part of a Natural Drainage System.</u>	<u>groundcover Shall be adjacent to the curb</u>	<u>of development. 2. For permanently dead-ended streets less than 300 feet long, no sidewalk required unless a pedestrian connection is available at the end of the street.</u>
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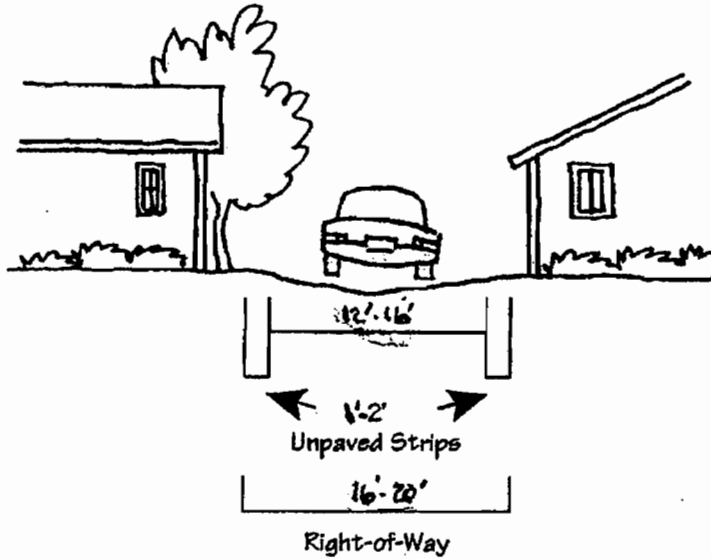
(xiii) Alley

(a) The chart and diagrams below establish the extent and nature of the improvements that must be provided on an alley. This street standard is intended to be used providing service access to adjacent uses.

<u>Street Type</u>	<u>Minimum Requirements for Street Type</u>	<u>Minimum Right-of-Way</u>	<u>Parking</u>	<u>Curb and Gutter</u>	<u>Landscape Strip</u>	<u>Sidewalks</u>
<u>Alley*</u>	<u>1. May only be used if the property served by the alley is also served by another street.</u> <u>2. 12-foot minimum paving</u>	<u>16 feet</u>	<u>No parking allowed</u>	<u>Not required</u> <u>Storm water collection and conveyance system required</u>	<u>Not required</u>	<u>Not required</u>

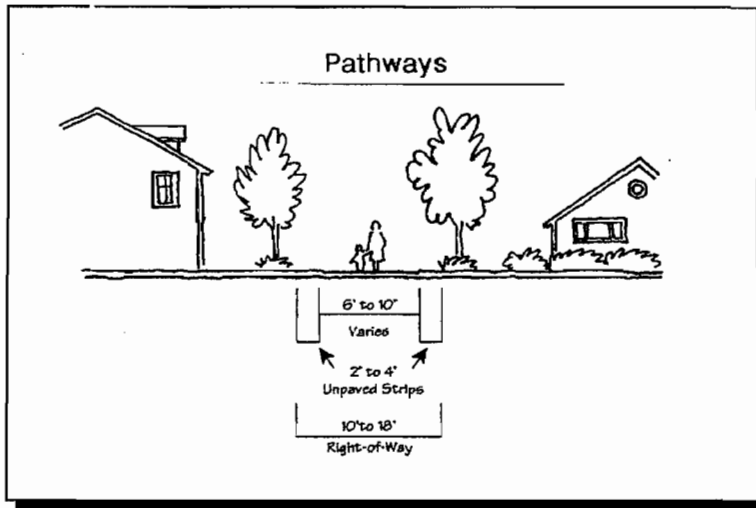
<u>required.</u>						
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Alley



(ix) Bicycle/Pedestrian Pathways

(a) The diagram below establishes the extent and nature of the improvements that must be provided for a bicycle/pedestrian pathway that is not associated with a street.



(f) Other Public Improvements along Main Street – The sidewalks and space, if any, between the sidewalk and the building along Main Street may contain benches and other pedestrian amenities, provided that the a clear area of at least 36 inches is provided.

(g) Traffic Signal's and Traffic Calming Features.

i. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed in conformance with the road authority's requirements. The developer's cost and the timing of improvements shall be included as a condition of development approval.

ii. The City may require the installation of calming features such as traffic circles, curb extensions, reduced street width (parking on one side), medians with pedestrian crossing refuges, and/or special paving to slow traffic in neighborhoods or commercial areas with high pedestrian traffic.

(g) Future Extension of Streets.

i. Streets shall be extended to the boundary lines of the parcel or tract to be developed when the City determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. The point where the streets temporarily end shall conform to a-c. below:

(i) These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.

(ii) A barricade (e.g., fence, bollards, boulders or similar vehicle barrier) shall be constructed at the end of the street by the subdivider and shall not be removed until authorized by the City or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in the street construction cost.

(iii) Temporary street ends shall provide turnarounds constructed to Uniform Fire Code standards for streets over 150 feet in length.

(h) Street Alignment, Radii, and Connections.

i. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that offsets of less than 300 feet on such streets are created, as measured from the centerline of the street.

ii. Spacing between local street intersections shall have a minimum separation of 125 feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area, or similar neighborhood amenity. This standard applies to four-way and three-way (off-set) intersections.

iii. All local and collector streets that stub into a development site shall be extended within the site to provide through circulation unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15% for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.

- iv. Proposed streets or street extensions shall be located to allow continuity in street alignments and to facilitate future development of vacant or redevelopable lands.
- v. In order to promote efficient vehicular and pedestrian circulation throughout the city, the design of subdivisions and alignment of new streets shall conform to block length standards in Subdivision Ordinance, Section 6.C.
- vi. Corner curb radii shall be at least 20 feet, except where smaller radii are approved by the City Engineer.
- (i) Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in subsection vi through ix above, applicable provisions of Transportation System Plan, the Comprehensive Plan, and adopted street plans. Maintenance of sidewalks and planter strips in the right-of-way is the continuing obligation of the adjacent property owner.
- (j) Street Trees. Planting of street trees shall generally follow construction of curbs and sidewalks, however, the City may defer tree planting until final inspection of completed dwellings to avoid damage to trees during construction. The planting and maintenance of street trees shall conform to the following standards and guidelines and any applicable road authority requirements:
 - i. Growth Characteristics. Trees shall be selected based on climate zone, growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following should guide tree selection by developers and approval by the City:
 - (i) Provide a broad canopy where shade is desired, except where limited by available space or except in section 4.
 - (ii) Use low-growing trees for spaces under low utility wires.
 - (iii) Select trees which can be "limbed-up" to comply with vision clearance requirements.
 - (iv) Use narrow or "columnar" trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street.
 - (v) Use species with similar growth characteristics on the same block for design continuity.
 - (vi) Avoid using trees that are susceptible to insect damage and trees that produce excessive seeds or fruit.
 - (vii) Select trees that are well-adapted to the environment, including soil, wind, sun exposure, temperature tolerance, and exhaust. Drought-resistant trees should be chosen where they suit the specific soil type.
 - (viii) Select trees for their seasonal color if desired.
 - (ix) Use deciduous trees for summer shade and winter sun, unless unsuited to the location due to soil, wind, sun exposure, annual precipitation, or exhaust.
 - (x) The diameter of the tree trunk at maturity shall not exceed the width and size of the planter strip or tree well.
 - ii. Caliper Size. The minimum diameter or caliper size at planting, as measured 4 feet above grade, shall be 2 inches.
 - iii. Spacing and Location. Street trees shall be planted within the street right-of-way within existing and proposed planting strips or in sidewalk tree wells on streets without planting strips, except when utility easements occupy these areas. Street tree spacing shall be based upon the type of tree(s) selected and the canopy size at maturity and, at a minimum, the planting area shall contain 16 square feet, or typically, 4 feet by 4 feet. In general, trees shall be spaced no more than 30 feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers. All street trees shall be placed outside utility easements.

- iv. Soil Preparation, Planting and Care. The developer shall be responsible for planting street trees, including soil preparation, ground cover material, staking, and temporary irrigation for two years after planting.
- (k) Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:
- i. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;
 - ii. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and
 - iii. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.
- (l) Existing Rights-of-Way. Whenever existing rights-of-way adjacent to a proposed development are less than standard width, additional rights-of-way shall be provided at the time of subdivision or development.
- (m) Cul-de-sacs. A cul-de-sac street shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation. When cul-de-sacs are provided, all of the following shall be met:
- i. The cul-de-sac shall not exceed a length of 400 feet or serve more than 18 single family dwellings; the length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac;
 - ii. The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the Uniform Fire Code. Circular turnarounds shall have a radius of no less than 35 feet, and not more than a radius of 45 feet (i.e., from center to edge of pavement); except that turnarounds shall be larger when they contain a landscaped island or parking bay at their center. When an island or parking bay is provided, there shall be a fire apparatus lane of 20 feet in width; and
 - iii. The cul-de-sac shall provide, or not preclude the opportunity to later install, a pedestrian and bicycle accessway connection between it and adjacent streets access ways, parks, or other right-of-way.
- (n) Grades and Curves. Grades shall not exceed 10% on arterials, 12% on collector streets, or 12% on any other street (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet), and:
- i. Centerline curve radii shall not be less than 300 feet on arterials, 350 feet on major collectors, 350 feet on collectors, or 100 feet on other streets; and
 - ii. Streets intersecting with a collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging five percent or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.
- (o) Street Names. Streets that are in alignment with existing named streets shall bear the names of such existing streets. No new street name shall be used which will duplicate or be confused with the names of existing streets in Douglas County. Street names, signs, and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers.
- (p) Survey Monuments. Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.
- (q) Street Signs. The city, county, or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the

developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

(r) Mail Boxes. Plans for mail boxes shall be approved by the United States Postal Service.

(s) Street Light Standards. Street lights shall be installed in accordance with City standards.

Section 4.060. Off-street Parking and Off-street Loading Requirements of the Zoning Ordinance of the City of Yoncalla, Oregon is amended to read as follows:

Section 4.060. Off-street Parking and Off-street Loading Requirements.

...

~~(10) Access to and from off-street parking areas shall not permit backing onto a public street, except for single-family dwellings. Groups of more than four parking spaces shall be served by a driveway so that no backing movements or other maneuvering within a street, other than an alley, will be required.~~

...

(14) Bicycle parking shall be provided for new multi-family residential developments of four units or more, new retail, office and institutional developments. Bicycle parking shall meet the following standards:

(a) Bicycle parking for commercial business customers shall be provided along the street at a rate of at least one space per use. Individual uses may provide their own parking, or spaces may be clustered to serve up to six (6) bicycles.

(b) Bicycle parking shall be conveniently located with respect to both the street right-of-way and at the main building entrance.

(c) Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions.

EXHIBIT B
FINDINGS IN SUPPORT OF AMENDMENTS TO
THE YONCALLA ZONING ORDINANCE
JUNE 9, 2009

THE YONCALLA CITY COUNCIL FINDS AS FOLLOWS:

General findings

1. This proposal, made by the City of Yoncalla, involves the alteration of, and addition of sections of the Yoncalla Zoning Ordinance.
2. Yoncalla has engaged the services of the Lane Council of Governments to assist the city in the development of a Local Street Network Plan, which includes the development of necessary amendments and refinements to the Zoning Ordinance to respond to Goal 12 requirements and policies.
3. The proposed amendments to the Yoncalla Zoning Ordinance comply with the statewide planning goals. The purpose of the proposed amendments is to achieve consistency between the statewide planning goals and Yoncalla's plans and policies related to the future street network.
4. On June 9, 2009 the Yoncalla City Council, after a public hearing, adopted a motion approving the proposed changes and additions to the Land Subdivision Ordinance of City of Yoncalla, Oregon.
5. Criteria to be met for approval of this action by the City of Yoncalla are set forth in the Statewide Land Use Goals, and the policies in the City of Yoncalla Comprehensive Plan. Council findings for these criteria are presented below:

Oregon Statewide Planning Goals

Goal 1: Citizen Involvement

Finding: The proposed amendment has had two public hearings, one before the Yoncalla Planning Commission, and one before the Yoncalla City Council. Notice and an opportunity to be heard were provided to all interested persons. Any testimony and documentary evidence was submitted concerning the proposed code changes. The requirements of goal 1 applicable to this proposal have been complied with.

Goal 2: Land Use Planning

Findings: This goal is intended to be instructive, directional and positive, not limiting local government to a single course of action when some other course of action would achieve the same result. Citizens in the area and the affected governmental unit have had ample opportunity to review and comment on this proposal.

Goal 2 outlines the basic procedures of Oregon's statewide planning program. It says that land-use decisions are to be made in accordance with a comprehensive plan, and that suitable "implementation ordinances" to put the plan's policies into effect must be adopted. The City's Comprehensive Plan was updated as a result of the completion of a Local Street Network Plan. The proposed zoning amendments were made to be consistent with the updated Comprehensive Plan policies. Therefore the proposed amendments conform to the land use planning process and framework consistent with Goal 2.

Goal 3: Agricultural Lands, and Goal 4: Forest Lands

Finding: Goals 3 and 4 are not directly applicable.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

Finding: Goal 5 is not directly applicable.

Goal 6: Air, Water and Land Resources Quality

Finding: Goal 6 is not directly applicable.

Goal 7: Areas Subject to Natural Disasters & Hazards

Finding: Goal 7 is not directly applicable.

Goal 8: Recreational Needs

Finding: Goal 8 is not directly applicable.

Goal 9: Economic Development

Finding: The proposed changes to the Yoncalla Comprehensive Plan encourage the safe, efficient and economic flow of freight and other goods. The proposed code changes comply with Goal 9.

Goal 10: Housing

Finding: Goal 10 is not directly applicable.

Goal 11: Public Facilities and Services

Finding: Goal 11 is not directly applicable.

Goal 12: Transportation

Findings:

1. The proposed amendments add and revise sections addressing access. The purpose of the amendments is to manage access to land uses and on-site circulation, and to preserve the transportation system in terms of safety, capacity, and function.
2. The proposed amendments add sections addressing pedestrian improvements as part of development on private property. The purpose of the amendments is to make pedestrian circulation more convenient by providing pedestrian access from buildings to abutting rights-of-way, walkways and other uses on the subject property, and connections between properties. Installing pedestrian connections and other pedestrian improvements with new development reduces the reliance on

vehicles, reduces traffic congestion, promotes nonmotorized travel options and provides health benefits.

3. The proposed amendments also add sections addressing pedestrian improvements to provide an interconnected network of pedestrian routes within neighborhoods by providing pedestrian linkages through long blocks, connecting through dead-end streets such as cul-de-sacs and connecting to activity areas of the City, such as schools, commercial areas, and parks. These pedestrian connections will serve to provide pedestrian and bicycle access in situations where a street is not feasible.
4. The proposed amendments add sections addressing the design of streets. The purpose of these provisions is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth and provide a range of transportation options, including options for driving, walking, and bicycling, as well as emergency vehicle access. The street sections include planting of street trees in order to create an attractive and healthy neighborhood environment and enhance the street for livability. The street standards also include a vertical curb in order to create an effective safety barrier, channel storm water, and prevent automobiles from parking on the sidewalk or planter strip. Sidewalks are provided in order to promote walking through an interconnected network of walkways. Sidewalks are setback and separated from the paved travel surface by a vertical curb and landscape strip in order to create an effective safety barrier and comfortable walking space. A separate, striped bicycle strip is provided in higher volume streets, such as arterials, in order to improve safety.
5. The proposed amendments address connection of streets. The purpose of these provisions is to provide an interconnected network to reduce travel distance, promote the use of alternative modes, provide for efficient provision of utilities and emergency services and provide multiple travel routes.
6. The proposed amendments add a section addressing deferment of required improvements, with a guarantee required to secure future installation. This section is proposed to provide flexibility to respond to unusual circumstances that would preclude the construction of the improvements as required.
7. The proposed amendments provide the opportunity to modify the street standards to address unusual circumstances where the built conditions or physical features of the land create severe constraints, or natural features that should be preserved.
8. The proposed amendments add provisions addressing appropriate spacing between streets, as well as driveways in order to address safety issues.
9. The proposed amendments address the width of access points and use of shared access points in order to reduce the size and number of curb cuts and driveway aprons in order to enhance the pedestrian environment.
10. The proposed amendments add provisions addressing traffic control devices that may be needed to address speeding impacts within Yoncalla.
11. The proposed amendments add provisions addressing the provision of bicycle parking in commercial land use designations in order to promote this alternative mode.

Goal 13: Energy Conservation

Finding: Goal 13 is not directly applicable.

Goal 14: Urbanization

Finding: Goal 14 is not directly applicable.

Goal 15: Willamette River Greenway

Finding: Goal 15 is not directly applicable.

Goal 16: Estuarine

Finding: Goal 16 is not directly applicable.

Goal 17: Coastal Shorelands

Finding: Goal 17 is not directly applicable.

Goal 18: Beaches and Dunes

Finding: Goal 18 is not directly applicable.

Goal 19: Oceans

Finding: Goal 19 is not directly applicable.

City of Yoncalla Comprehensive Plan

SOCIO-ECONOMIC GOALS

1. **To improve employment opportunities and to increase the standard of living for Yoncalla's residents.**
2. **To promote diversification of the regional economy to include more than the wood products industry.**
3. **To reduce the area's 'trade-drain' by encouraging retail trade and services to locate in the existing community service center. –**

Finding: Included within the proposed code amendments are street design recommendations from the *Downtown Vision for Yoncalla, Oregon* which are aimed at strengthening the core of the City by making it more connected to the community and enhancing the area with a walkable, traditional Main Street that will draw people to shop, and improve the downtown core as a desirable place over the long term, thereby encouraging retail trade and services to locate in the existing community service center.

HOUSING – GOALS

1. **To preserve Yoncalla's existing housing stock through rehabilitation and maintenance programs.**
2. **To encourage maintenance of houses in the community at a level that satisfies minimum health standards.**
3. **To insure new housing uses land in the most efficient manner possible and is developed for a high degree of livability.**
4. **To encourage "infilling" of individual vacant lots in established residential areas to help satisfy future housing needs.**
5. **Amendment of the subdivision ordinance, to provide innovation for large parcel development.**

6. **To meet the housing needs of all members of the community.**
7. **To support and encourage a variety of housing types to satisfy future housing demands.'**
8. **To encourage additional elderly housing through both the public and private sector.**

Finding: Included within the proposed code amendments are provisions addressing street layout. Street layout standards have been designed to encourage efficient layout. The street designs proposed contribute to livability by emphasizing local travel needs and creating a safe, inviting space for community activity.

NATURAL RESOURCES – GOALS

1. **Land Characteristics**
 - A. **To insure that any development in unstable and potentially hazardous areas does not jeopardize the safety and the property of Yoncalla's residents.**
 - B. **To preserve good agricultural and woodland soils for farming and timber uses.**
 - C. **To provide a supply of water adequate to meet the community's needs, and to protect the quality of that supply.**
2. **Land Use / Existing and Future**
 - A. **To insure that Yoncalla develops in a cost and energy efficient manner so that livability, and economic vitality are enhanced by future development.**
 - B. **To retain the Main Street area as the community's major commercial service area.**
 - C. **Annexations, when practical, should "square off" the City's current boundaries.**
 - D. **To encourage manufactured housing as cost efficient development throughout the city residential areas.**

Finding: Included within the proposed code amendments are provisions addressing protection of potentially hazardous areas, storm water, and other natural resources when planning for and constructing new streets. The proposed amendments also address the need to minimize energy consumption in terms of vehicle miles traveled as well as in terms of street construction and maintenance by providing an interconnected street network.

COMMUNITY FACILITIES – GOALS

1. **To provide, in the most efficient manner, water and sewer services adequate to meet projected demands and to satisfy environmental constraints.**
2. **To insure that community services are well maintained and are expanded to keep pace with Yoncalla's growth.**
3. **To support the development of recreational facilities within the community by whatever means available to the City.**

Finding: None of the proposed code amendments impact this element.

TRANSPORTATION – GOALS

4.1. **To provide and encourage a safe, convenient and economic transportation system.**

Finding: The proposed amendments promote a transportation system and development pattern that results in a balanced, multi-modal system that enhances opportunities for people to walk and bike. The regulations include provisions for street design elements such as sidewalks, landscaped sidewalk buffers, on-street parking, street trees, landscaping, and street lighting in order to provide an environment that is not only attractive, but can slow traffic and encourage walking and bicycling. At the same time, the standards provide for the operational needs of streets, including vehicular, pedestrian and bicycle circulation and emergency vehicle access.

URBANIZATION AND GROWTH – GOAL

1. **To work toward a self-contained community with similar residential densities as currently occur within the community.**

Finding: None of the proposed code amendments impact this element.

POSSIBLE MOTIONS

MOTIONS IN FAVOR

1. I move that the Yoncalla City Council, on the basis of the foregoing Findings of Fact, approve the proposed amendments to the Yoncalla Zoning Ordinance as contained in **Attachment D**, and adopt proposed Ordinance 404.
2. I move that the Yoncalla City Council, on the basis of the foregoing Findings of Fact, approve the proposed amendments to the Yoncalla Zoning Ordinance as contained in **Attachment D, along with changes agreed upon by the City Council at this hearing**, and adopt proposed Ordinance 404.

MOTION IN OPPOSITION

3. I move that the code amendment changes proposed at this City Council hearing **not be approved** based on the Findings in Opposition developed at the hearing.

DECISION

On the basis of the foregoing Findings of Fact, the Yoncalla City Council **approves** the proposed code amendments contained in Attachment D, and adopts proposed Ordinance 404.

Dated this _____ day of _____, 20_____.

YONCALLA CITY COUNCIL

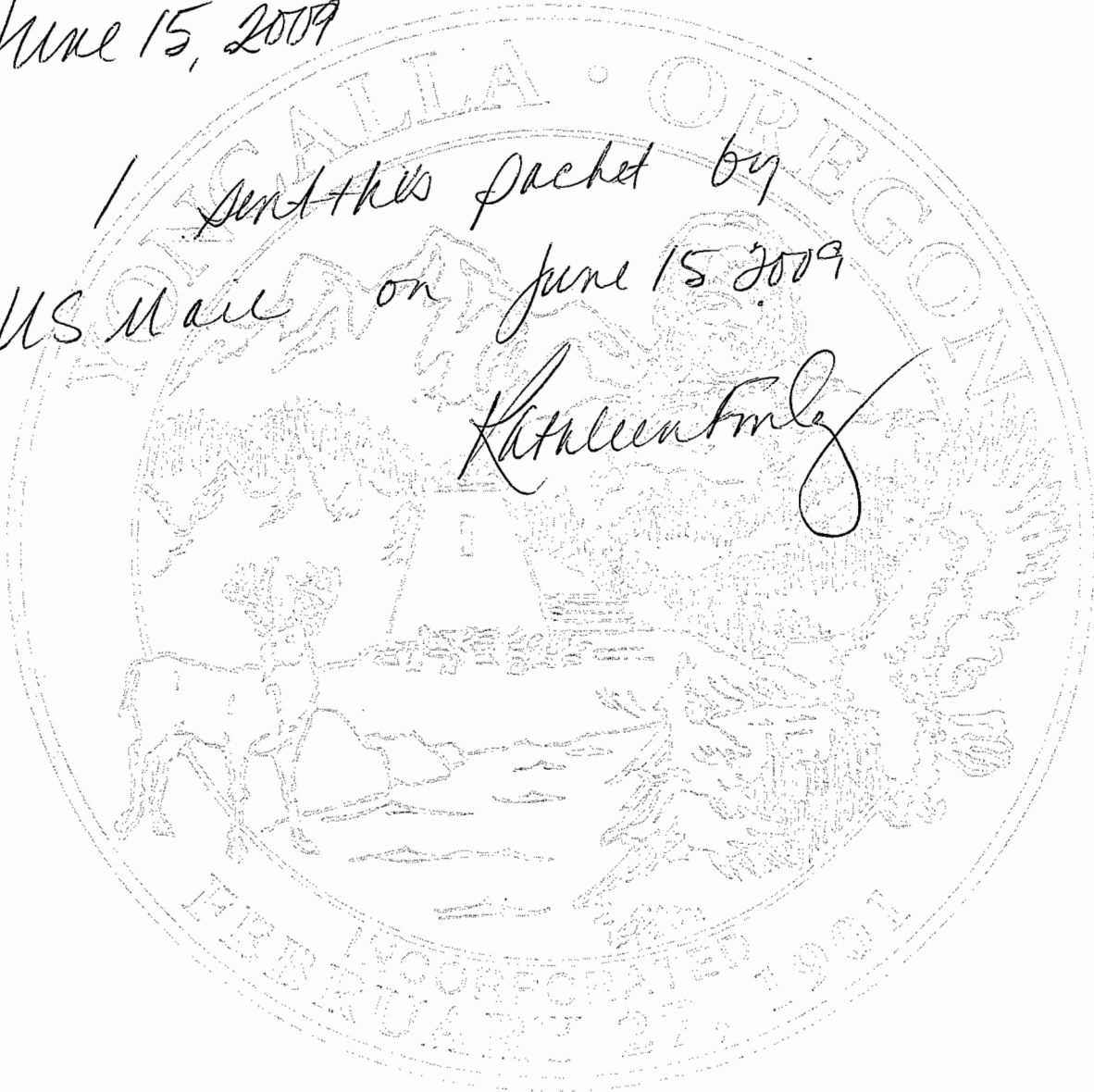
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CITY OF YONCALLA

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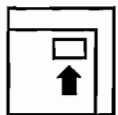
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