

ORDINANCE NO. 94-O-446.U

AN ORDINANCE AMENDING ORDINANCE NO. 89-O-446 (LAND DEVELOPMENT CODE), SECTION 172 (PUBLIC FACILITIES IMPROVEMENT STANDARDS AND CRITERIA), OF THE CITY OF BROOKINGS.

Sections:

- | | |
|-------------------|--------------------------------------|
| Section 1. | Ordinance identified. |
| Section 2. | Amendment to Section 172.020. |
| Section 3. | Amendment to Section 172.030 |
| Section 4. | Addition of Section 172.035 |
| Section 5. | Amendment to Section 172.040 |
| Section 6. | Amendment to Section 172.050 |

The city of Brookings ordains as follows:

Section 1. Ordinance Identified. This ordinance amends Ordinance No. 89-O-446, enacted April 10, 1989, entitled, "An ordinance adopting the Land Development Code and zoning map of the City of Brookings, repealing certain prior ordinances, and declaring an emergency."

Section 2. Amendment to Section 172 Ordinance No. 89-O-446, Section 172.020 is hereby amended in its entirety to read as follows:

Section 172.020

172.020 Street standards.

A. Prior to the issuance of a development permit, all parcels of land shown on any development proposal and intended for vehicular use shall have access to an improved street. An improved street shall be defined as a street having an improved paved section. All parcels of land intended for vehicular use by the general public shall be offered for dedication, except as otherwise provided in this code.

B. The location, width and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety and to the proposed use of the land to be served by the streets. Street determination shall be coordinated with any consideration of solar access to building sites and with need for utility locations. Street classification and location shall conform to the City Comprehensive Street Improvement and Traffic Circulation Plan, Section 4.1, as adopted and amended, or to an adopted neighborhood circulation plan. Where street classification or location is not shown in the Comprehensive Street Improvement and Traffic Plan, the arrangement of public streets shall either:

- 1. Provide for the continuance or appropriate projection of existing streets in the surrounding area; or**
- 2. Conform to a neighborhood circulation plan pursuant to Section 172.040 of this code.**

C. Standard Minimum right-of-way and roadway width. Unless otherwise indicated in the transportation element of the comprehensive plan, or in an adopted neighborhood circulation plan, the street right-of-way and roadway widths shall not be less than the minimums shown in the following table:

TABLE 172.020-1
Standard Minimum Right-of-Way and Roadway Width

Type of street	Minimum Right-of-Way Width (Feet)	Minimum Roadway (Curb face to face) width (feet)
Major Arterial (Highway 101)	100	
(a) With median and curbside parking		90
(b) Without median and curbside parking		70
Arterial	80	44
Residential (Collector)	50	36
Residential (Upon which a maximum of 20 dwelling units front and take access)	45	30
Cul-de-sac Radius	45	36
Commercial/Industrial	60 - 80	44
Alley	20	20

1. The planning commission may accept a narrower right-of-way width than those set forth in Table 172.020-1 above, where it can be shown by the developer, to the satisfaction of the commission, that the topography or the small number of lots served and the probable future traffic development are such as to unquestionably justify a narrower width. Increased right-of-way and roadway width may be required where streets are to serve commercial property, or where probable traffic conditions warrant. Additional slope easements may be required for cuts and fills in areas of extreme topography or slopes. Approval or determination of street classification, right of way width and roadway width shall be made by the planning commission taking into consideration the zoning designations imposed by the land development code and comprehensive plan, the present use and development of the property in the area, the logical and reasonable prospective development of the area based upon public needs and trends, and the public safety, convenience and welfare.

2. In areas where a neighborhood circulation plan has been adopted, the right-of-way and roadway width standards of the adopted neighborhood circulation plan shall be the only alternate standards permitted.

D. Neighborhood circulation plan standards. When adopted pursuant to Section 172.040 of this ordinance, neighborhood circulation plan, right-of-way and roadway width minimums supersede the standards of Section 172.020.C.

1. Dawson Tract right-of-way and roadway width standards. Street right-of-way and roadway widths shall conform to either the minimum or maximum values shown in Table 172.020-2. The Dawson Tract standards shall apply to all public and private streets in the Dawson Tract area, as defined in the Dawson Tract neighborhood circulation plan.

2. Dawson Tract Neighborhood Circulation Plan Map. The Neighborhood Circulation Plan map (See Map 172.020-1) is to be used in conjunction with the Neighborhood Circulation Plan standards in Table 172.020-2. In the event of a conflict between the map and the table of standards, the table shall govern.

a. The Neighborhood Circulation Plan offers alternative right-of-way and roadway widths for the main loop road of the Dawson Tract system(Dawson Road (North),Dawson Road (West), the Skyline-Passley connection, and Passley (See Table 172.020-2). Pacific Heights (Dawson South), Shorewood Terrace, Ridgeway Street, and Skyline Drive are already developed to the standard minimum (See Table 172.020-1). North of Dawson Road North, Blueberry Drive (portion) and Holmes Court are also developed to the standard minimum.

b. For the area within the Dawson Road/Skyline/Passley loop, Type A and Type B cul-de-sac access streets are shown conceptually for single owner sites See Map 172.020-3). At sites where Type A or Type B access is shown serving properties with two or more tax lots, the location is required, as shown, subject to amendment per Section 172.040. Also see Section 172.035 for development options associated with new access roads serving more than one property owner.

c. For the area north of Dawson Road North, a Holmes Drive-Blueberry Lane loop is anticipated. For determination of the Holmes Drive, Blueberry Lane loop right-of-way and roadway widths, an amendment to the Dawson Tract Neighborhood Circulation Plan Map will be required, per Section 172.040. In addition, Lane, Place and Private Drive access shall be developed as required to serve future property divisions. Right of way and roadway widths, and location of these future streets shall be approved by the Planning Commission as part of tentative plan approval. Approval shall be determined by the estimated average daily traffic (ADT), right-of-way and roadway widths shown in the Dawson Tract Right-of-Way and Roadway Widths Table 172.020-2.

d. For "landlocked" tax lots located to the east of Passley Road, Lane, Place and Drive access in some combination will be required for service in order to further develop these sites, although no location is shown on the Neighborhood Circulation Plan map. Access location, right-of-way, and roadway width will be approved by the Planning Commission as part of tentative plan approval. Approval shall be determined by the estimated average daily traffic (ADT), right-of-way and roadway widths shown in the Dawson Tract Right-of-Way and Roadway Widths Table 172.020-2.

**TABLE 172.020-2
Dawson Tract Right-of-Way And Roadway Width**

<u>Street Name Or Type</u>	<u>Estimated ADT+</u>	<u>Min/Max Right of Way Width (FT)</u>	<u>Min/Max Roadway (curbface to curbface) Width (Ft)</u>	<u>Minimum Sidewalk Width (FT)</u>	<u>Curbs Square Curb (SC) Rolled Curb (RC) Gutter (GT) Gravel Shldr (GS)</u>
Dawson Rd. (North●)	1400	50	28*	4-Both sides Park on north	SC/GT
Dawson Rd. (West●)	800	50	26**	4 - East Side	SC/GT
Pacific Heights●●		50	36	5 - Both side	SC/GT
Shorewood Terrace●●		50	36	5 - One Side	SC/GT
Skyline Dr.●●		50	36	5 - Both sides	SC/GT
Ridgeway St.●●		50	36	5 - Both sides	SC/GT
Passley R.	800	50	26**/30*	4 - Both sides	SC/GT
Skyline/Passley Connector	800	50	26**/30*/36	5 - Both sides	SC/GT
Holmes/Blueberry Loop (Future)					
Type A (cul-de-sac) 50 Lot maximum 750 Ft. maximum length	400	45	24**/30*	4 - One side	RC
Type B (cul-de-sac) 12 Lot maximum 400 Ft. maximum length	100	45	20**/30*	4 - One side	RC
Cul-de-sac radius or hammerhead dimensions	See Map 172.020-3	See Map 172.020-3	N/A		
Private (private drive) 6 Lot maximum	60	20***	N/A		GS

- Existing, improved one side only.
- Existing improved both sides.

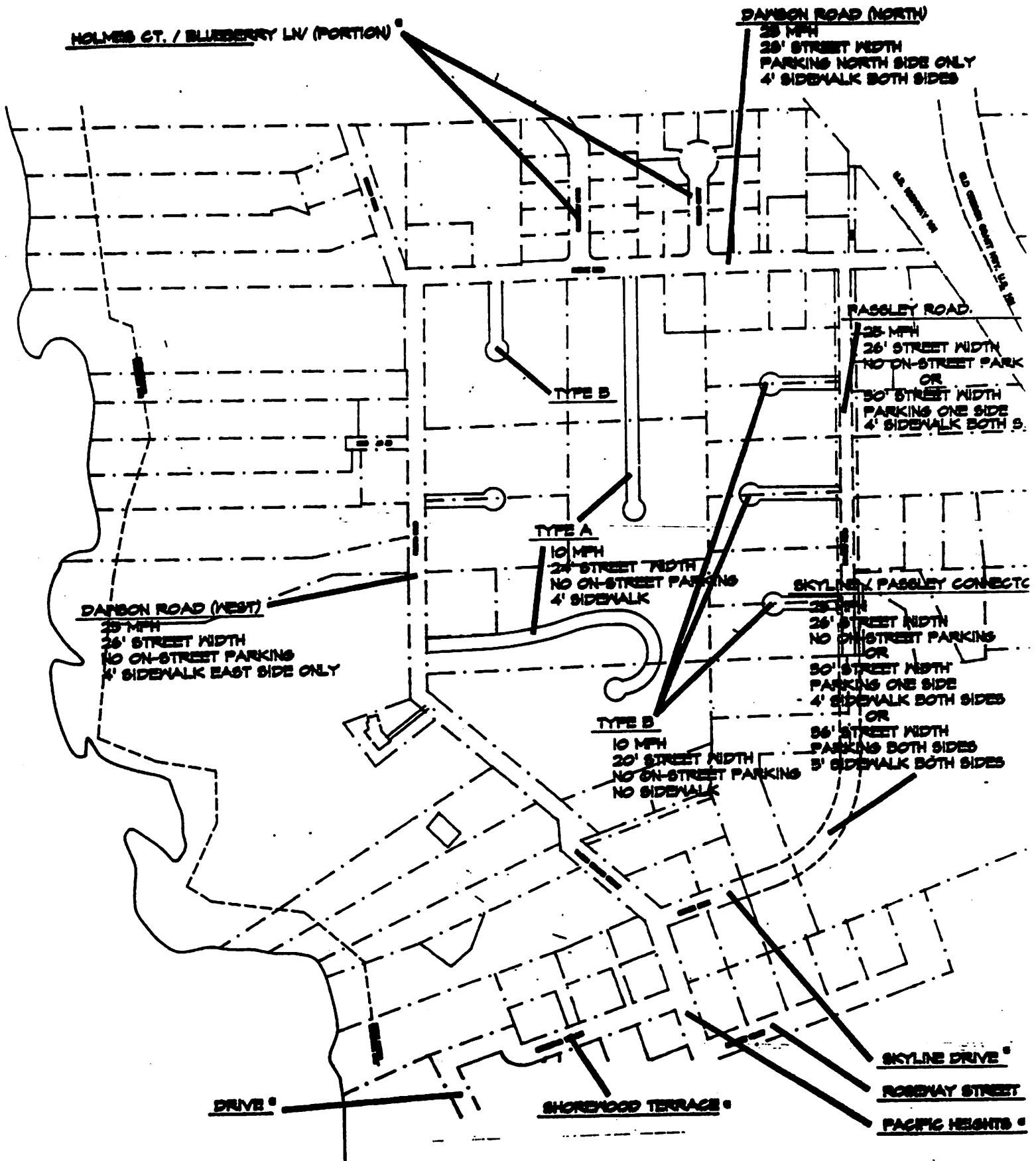
* Parking one side only. Lots serviced by no-parking side shall provide 6 off-street parking spaces in parking bays or on each lot. Add 1500 square feet to minimum lot size. (See parking sketch 172.020-3)

** No on-street parking. All lots serviced by no parking streets shall provide 6 off-street parking spaces in parking bays or on each lot. Add 1500 square feet to minimum lot size. (See parking sketch 172.020-4)

*** For properties landlocked, or impacted by steep slopes, geological or soil hazard, or unusual parent parcel dimensions. No on street parking permitted. Lots serviced by Drives shall provide six (6) off street parking spaces in parking bays or on each lot. Add 1500 square feet to minimum lot size. (See parking sketch 172.020-3).

+ ADT = Average Daily Traffic, (for mixed family/retirement area, computed at 8 ADT per dwelling unit).

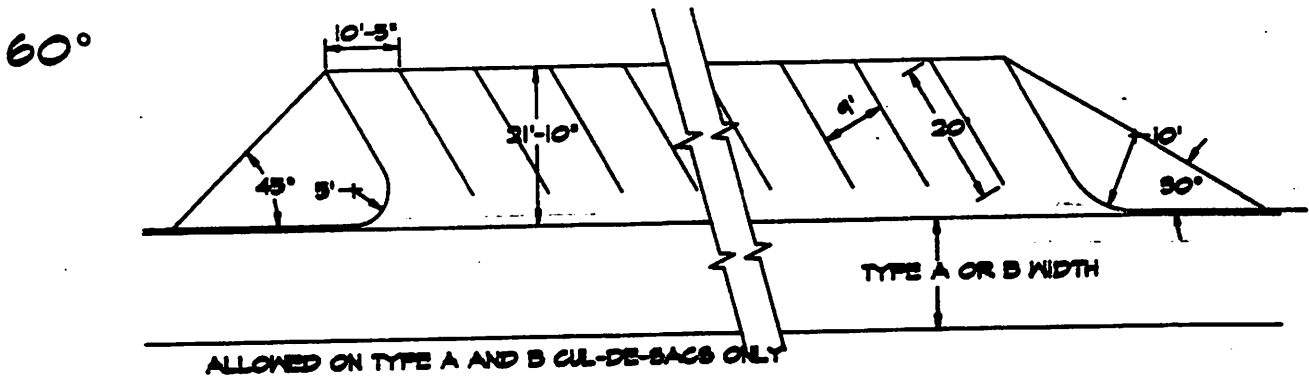
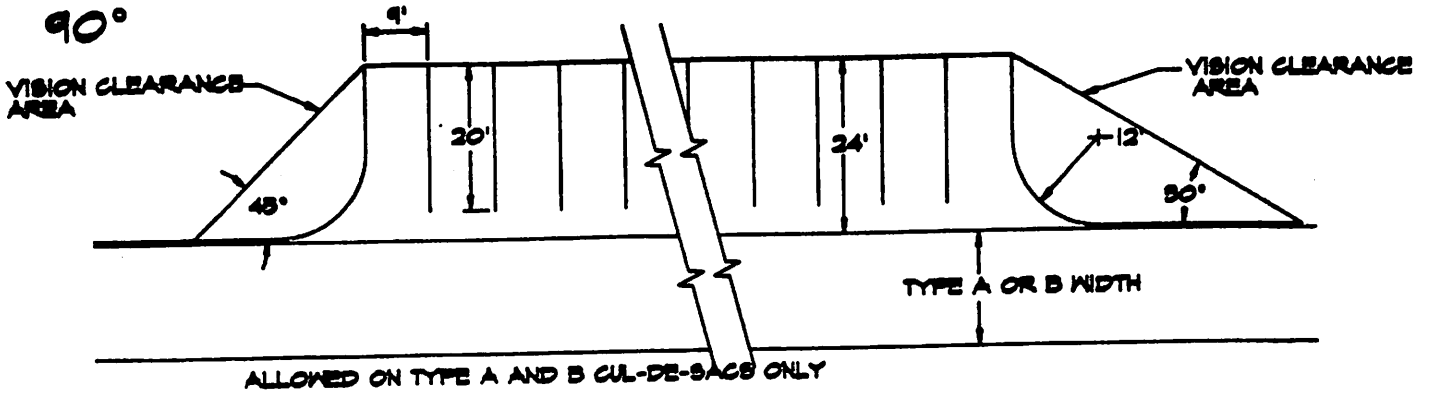
Map 172.020-1
Dawson Tract Neighborhood Circulation Plan Map



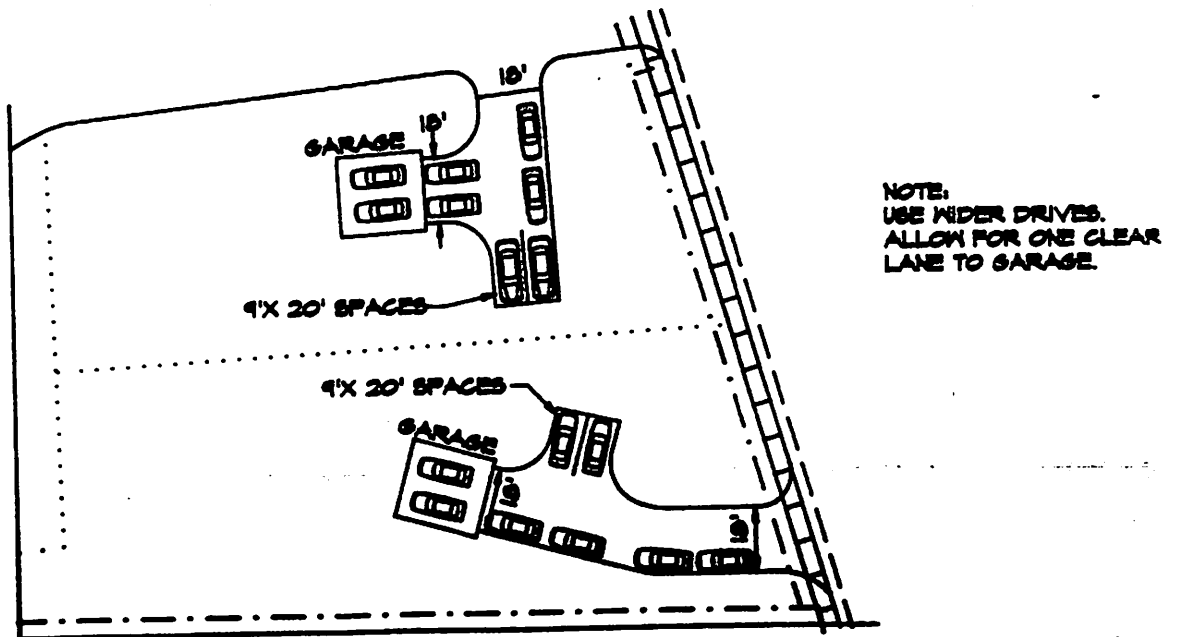
• EXISTING DEVELOPMENT

Map 172.020-2
Dawson Tract Neighborhood Circulation Plan
Parking Examples

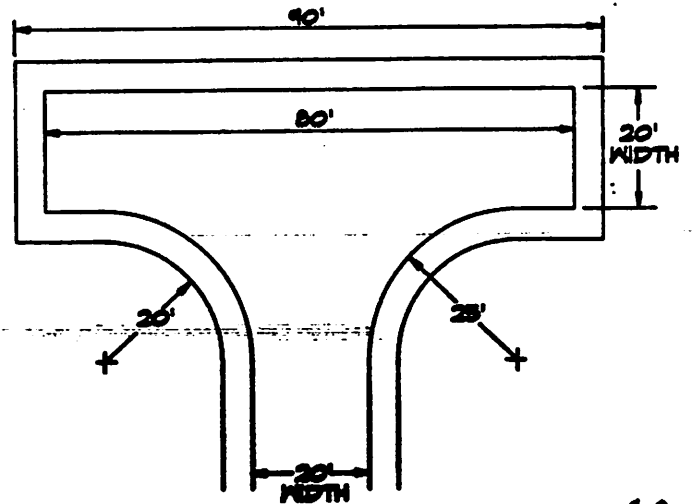
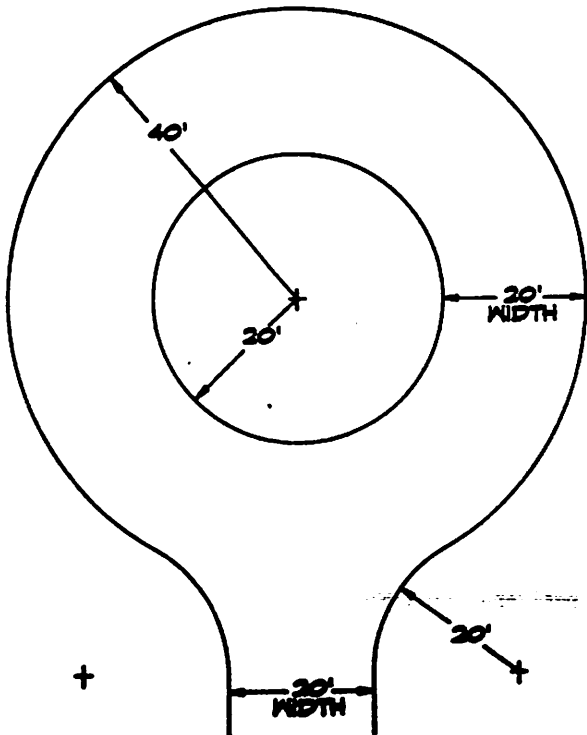
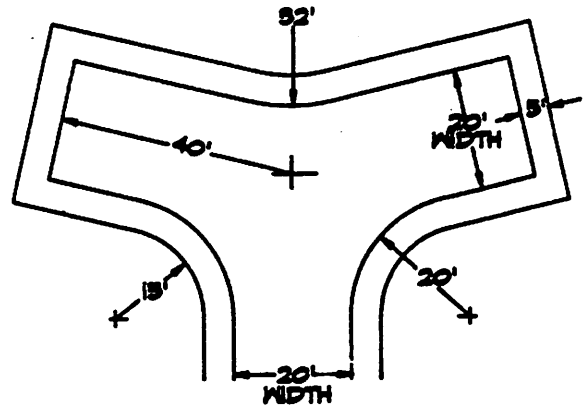
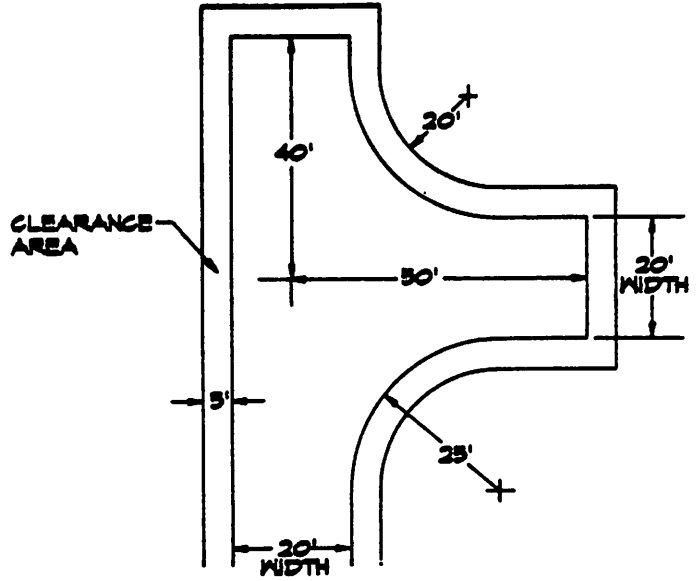
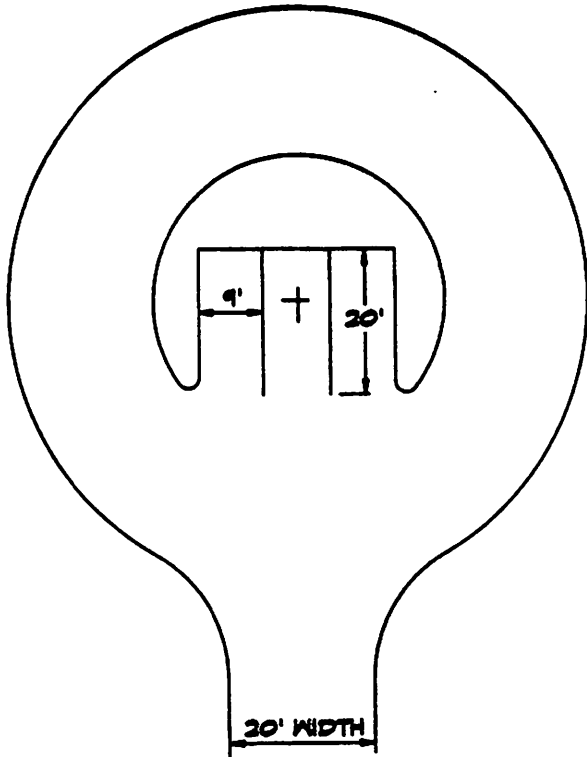
Parking Bays



Parking on Lots



Map 172.020-3
Dawson Tract Neighborhood Circulation Plan
Turnaround Options For Type A and Type B Cul-De-Sacs



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

F. Non-access and planting strips. When the rear side of any lots border any major or arterial street, the planning commission may require the developer to execute and deliver to the city an instrument deemed sufficient by the city attorney prohibiting the right of egress and ingress to the lots across the right-of-way line of the street. When the street is a major state highway or arterial, the developer may be required to dedicate and improve a planting strip adjacent to said highway or arterial street.

G. Street names. All street names shall be approved by the planning commission for conformance with the established pattern and to avoid duplication and confusion.

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

I. Reserve strips. Reserve strips or street plugs controlling the access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights and in these cases they may be required. The control and disposal of the land comprising such strips shall be placed within the jurisdiction of the city under conditions approved by the planning commission.

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

K. Future extension of streets. When necessary to give access to or permit a satisfactory future division or development of adjoining land, a public street shall be extended to the boundary of the development and the resulting dead-end street may be approved without a permanent turnaround provided a temporary turnaround is constructed. A reserve strip or street plug may be required to preserve the objective of a street extension.

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

M. Existing streets. Whenever existing streets adjacent to or within a tract are of inadequate width, or sub-standard, or not developed to the standards of an adopted neighborhood circulation plan, additional right-of-way shall be provided at the time of development, and improvements shall be made to full city standards or to the standards of an adopted neighborhood circulation plan as a condition to issuance of a development permit. If the existing street is not improved to the ultimate width and other standards required for streets, the abutting portions of said street shall be improved to such standards by the construction of a sidewalk, curb and gutter along the side adjacent to the development, except that, in areas with an adopted Neighborhood Circulation Plan, only the frontage improvements called for in the Plan, and also by paving the roadway from said curb to 12 feet beyond centerline or to such lesser distance beyond centerline deemed necessary to provide safe and adequate paved roadway for two-way vehicular traffic.

N. Half streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the project, when in conformity with the other requirements of this code, and when the planning commission finds it will be practical to require the dedication of the other half when the adjoining property is developed. Whenever a half street is adjacent to a tract to be developed, the other half of the street shall be planned within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets. Notwithstanding the above, in areas with an adopted Neighborhood Circulation Plan, the minimum total paved width of a half street shall not be less than twenty (20) feet paving edge to paving edge or to curbface.

The first developer responsible for the construction of a new street or streets shall be responsible for the construction of a required sidewalk and if the developer chooses the minimum street standard he may be required to dedicate additional right-of-way to accommodate the sidewalk and the minimum paved width of 20 feet.

O. Cul-de-sacs. A cul-de-sac shall be as short as possible and shall have a maximum length of 400 feet and may be longer in cases where unusual circumstances exist. A cul-de-sac shall terminate with a turn-around as specified in Table 172.020-1 above, and a minimum corner radius of 20 feet is required at curb returns. In areas with an adopted neighborhood circulation plan, cul-de-sac length and design shall conform to the adopted plan.

P. Curves. Center line radii of curves shall not be less than 300 feet on arterials, 200 feet on collectors, or 100 feet on residential streets, and shall be designed to an even 10 feet.

Q. Grades. Grades shall not exceed eight (8) percent on arterial streets, ten (10) percent on collector streets, or fifteen (15) percent on residential streets. Maximum grade within 100 feet of intersections shall not exceed four (4) percent. Where existing conditions, particularly topography, make it otherwise impractical to provide buildable lots, the planning commission may accept steeper grades. No street grades shall be less than 0.5 percent grade.

R. Curb ramps. Curb ramps for the physically handicapped shall be placed at each corner or crosswalk. The slope shall be no more than one (1) in eight (8), width not less than forty-eight (48) inches with sides flared twenty-four (24) inches. Vertical level changes greater than 1/2 inch will not be permitted.

S. Major arterial. Major arterials without medians, shall be designed so that separate acceleration and deceleration lanes of a minimum width of 12 feet will be provided.

T. Intersection radius. Intersections of streets with fewer than four (4) moving lanes of traffic for each street shall have a corner radius at the right-of-way line of not less than 20 feet. Intersections of streets which have or are planned to have, four (4) or more moving traffic lanes for each street shall have a corner radius at the property line of not less than thirty (30) feet. The city engineer may approve exceptions up to five (5) feet less in order to match exiting conditions or provide desired design controls.

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

V. Traffic control devices. Whenever, as the result of additional traffic generated by a proposed development, the city engineer determines the need for a traffic signal or regulatory sign, such determination being based on the Manual of Uniform Traffic Control Devices, the recommendation to the planning commission shall be included as a part of the staff recommendation. If approved by the planning commission, the developer shall be responsible for installing said devices and signs, or participate on a pro-rata basis in a local improvement district.

W. Cross slopes. Cross slopes for the purpose of roadway drainage usually fall in both directions from the centerline except where super elevation of curves directs one side of the roadway. Cross slopes for paved roadways shall be approximately 2% from centerline to shoulder. Cross slopes on shoulders should be somewhat greater than that of the roadway. Paved shoulders shall be sloped away from the centerline at 4-6%. Gravel and turf shoulders shall be sloped at 4-6% and 6-8% respectively.

X. Sight distance. Adequate sight distance allowing the motorist time to respond to obstructions in the roadway and other vehicles is essential for safe travel. Sight distances hindered by horizontal and vertical curves in the roadway, or any other sight obstruction, shall not limit sight distances to less than 350 feet for arterials, 275 feet for collectors, and 200 feet for local streets.

Section 4. Amendment to Section 172 Ordinance No. 89-O-446, Section 172.030.C is hereby amended to read as follows:

C. Pedestrian easements. The planning commission may require, in order to facilitate pedestrian access from streets or lots to school, parks, or other nearby streets, or from off-street parking areas, perpetual, unobstructed pedestrian easements. For areas with an adopted Neighborhood Circulation Plan, such pedestrian easements, if any, shall be shown on the neighborhood circulation plan. Within the easement, a sidewalk of at least five (5) feet in width shall be constructed, or to a width as shown on an adopted neighborhood circulation plan. Adequate lighting may also be required if deemed necessary for public safety and convenience.

Section 5. Amendment to Section 172 Ordinance No. 89-O-446, Section 172 is hereby amended to add the follow:

172.035 Shadow Platting

A. Lots proposed for development or division and larger than the minimum lot size such that further lot division is possible, the applicant shall:

1. Show future lot divisions as a dashed line on the Site Plan or Tentative Plan for a Partition, Subdivision or PUD (The "Shadow Plat").

2. State on the Site Plan or Tentative Subdivision Plan that no further lot division will be pursued.

B. If option 172.035.A-2 is chosen, a statement on the final plat of Partition/Subdivision plats shall be required as a condition of approval by the city.

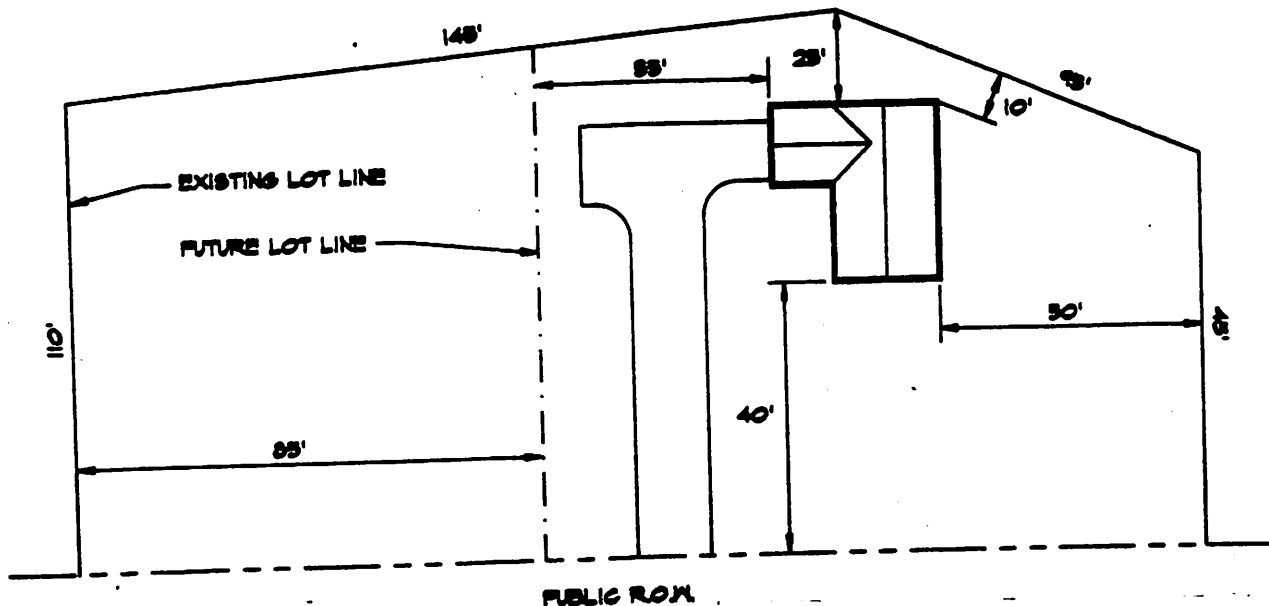
C. If option 172.035.A-1 is chosen, for a Tentative Plan for a Partition, Subdivision or PUD, future lot divisions shall be shown per map 172.035-1(b). For a Building Permit/Site Plan review, future lot divisions shall be shown per Map 172.035-1(a). Drive locations, building setbacks from existing and future lot lines, existing and future utility easements and future rights-of-way shall all be shown on the site plan submitted for city review.

D. Future lot divisions and proposed access shall conform to the Comprehensive Street Improvement and Traffic Circulation Plan, Section 172.020 of this Ordinance, and to an adopted neighborhood circulation plan provided such plan includes the proposed project site area.

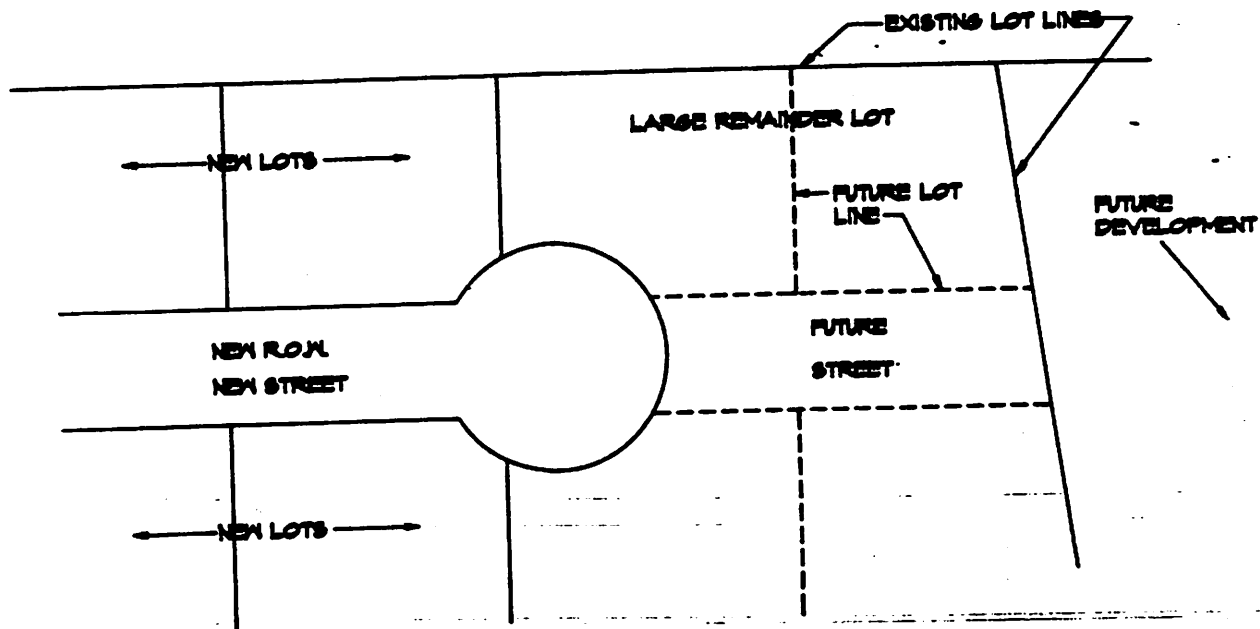
E. Development or division of a property that requires a shared access with one or more properties shall conform to an adopted neighborhood circulation plan. Platting and development can be simultaneous, or may be phased over time. Phased development shall be proposed at the time of site plan or tentative plan submittal of a partition/subdivision/PUD for city review. Subsequent development and/or property division shall conform to the phasing and development conditions as approved by the city. Map 172.035-2 shows a typical phased development sequence, and is intended as a guide.

**Map 172.035-1
 Future Lot Divisions (Shadow Platting)
 For a Single Property**

**NOTE:
 SHOW LOT DIMENSIONS,
 SETBACKS FROM EXISTING
 AND FUTURE LOT LINES.**



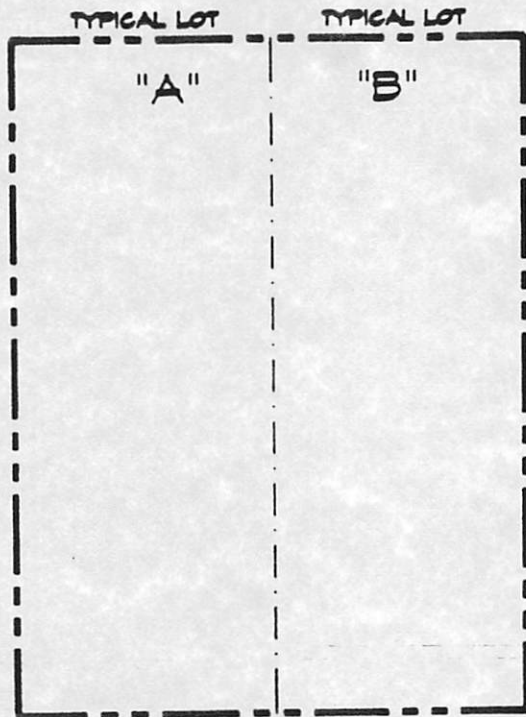
(a) Site Plan Submittal - Development on Existing Lot



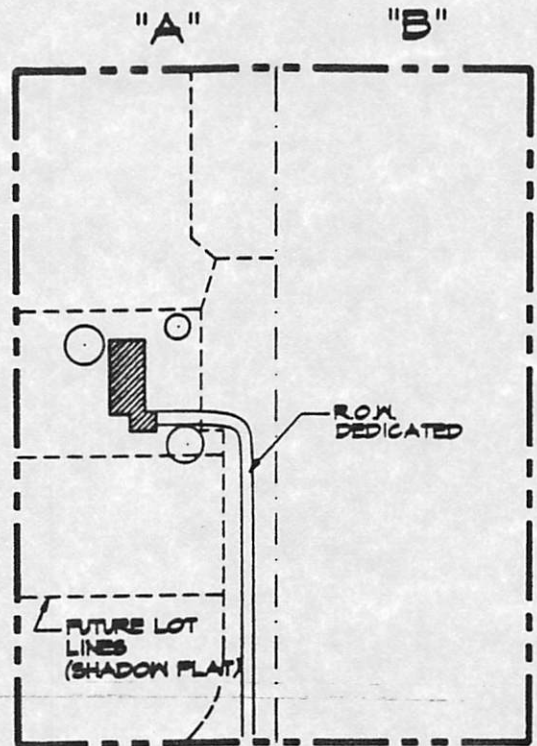
(b) Tentative Plan - Proposed Lot Division

Map 172.035-2
Future Lot Divisions (Shadow Platting)
For More Than One Property

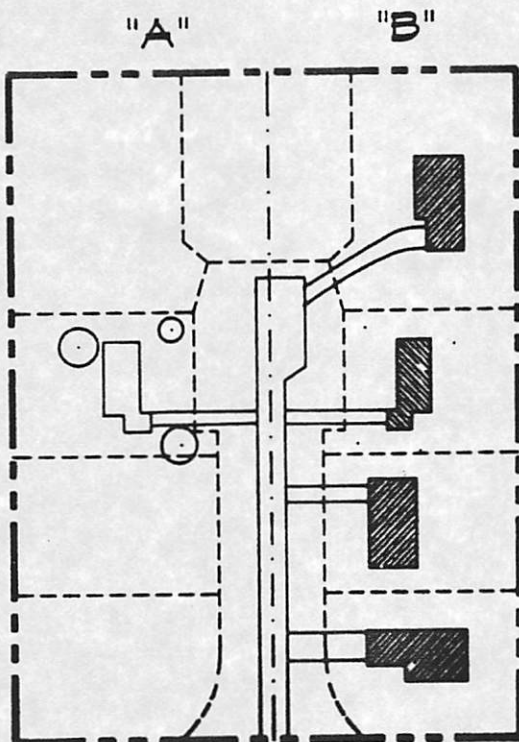
Phased Development



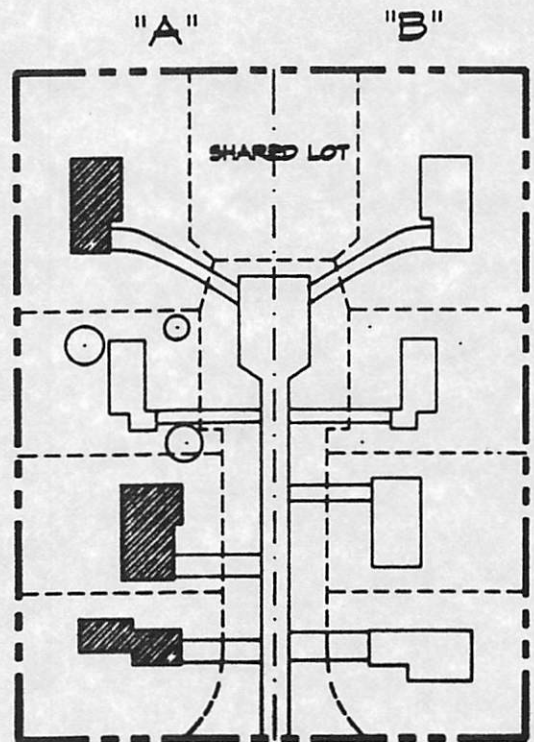
(a) Lots prior to Division or Development



(b) Lot A: Partial Development



(c) Lot B: Full Development



(d) Lot A: Complete Development

Section 6. Amendment to Section 172 Ordinance No. 89-O-446, Section 172.040 is hereby amended to read as follows:

B. Adoption of neighborhood circulation plans. Neighborhood circulation plans shall be developed for appropriate areas of the city and urbanizable areas and shall be adopted as amendments to the Public Facilities Element of the comprehensive plan. Such plans shall identify the street classification, projected ADT, existing condition, design criteria and right-of-way and roadway width of all existing and projected street systems within the neighborhood circulation plan area.

C. Revision of a neighborhood circulation plan. An adopted neighborhood circulation plan may be revised or amended in the manner set forth in this code for comprehensive plan amendments.

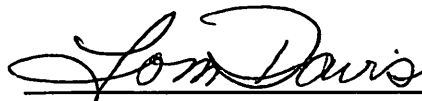
Section 7. Amendment to Section 172 Ordinance No. 89-O-446, Section 172.050 is hereby amended to add the following:

A. Location, new streets. As part of a new street development, street lighting shall be installed at intersections and at a maximum distance of 220 feet apart with the following exceptions:

F. Alternate Standards. Notwithstanding 172.050 A through 172.050 E, above, coastal road development or other development where light pollution may be a concern in residential zones may propose alternative lighting standards, provided that the level of illuminance resulting from the proposed alternate standards is equivalent to the level of illuminance provided by the typical standards, as provided in Sections A through E, above. The request for alternate standards shall be accompanied by calculations demonstrating equivalent illuminance by an engineer registered in Oregon, and must be approved by the City Engineer. Power for and maintenance of alternate standards shall be the responsibility of the homeowners whose property is served by the alternate standards, through the means of a Homeowners Association, formed in accordance with Oregon law. The Homeowners Association shall hold the City harmless from damage claims arising from negligence on the part of the Homeowners Association in supplying power to or maintenance of said alternate standards. The City Attorney must review and approve the bylaws, covenants, codes and restrictions of the Homeowners Association for the proposed alternate standards as a condition of final plat or site plan review approval.


First Reading: June 27, 1994
Second Reading: June 27, 1994
Passage: June 27, 1994
Effective Date: July 26, 1994

Signed by me in authentication of its passage this 28th day
of June, 1994.



Tom Davis
Mayor

ATTEST:



Beverly S. Shields
Finance Director/Recorder