City of Brookings

WORKSHOP Agenda

CITY COUNCIL

Tuesday, September 5, 2023, 5:00pm
EOC, 898 Elk Drive, Brookings, OR 97415

A. Call to Order

B. Roll Call

C. Topics

1. United States Geological Survey (USGS) Gage [Pg. 1]

2. Bureau of Ocean Energy Management (BOEM) – Offshore Wind Energy [Pg. 2]

a. BOEM Press release, August 15, 2023 [Pg. 3]
b. BOEM Oregon Activities Page [Pg. 5]
c. BOEM letter to Gov. Kotek, July 10, 2023 [Pg. 8]
d. Oregon Gov. Kotek letter to BOEM, August 3, 2023 [Pg. 12]

3. Green Waste Dumps [Pg. 13]

4. Minimum Street Standards [Pg. 14]

a. BMC 17.170 Street Standards [Pg. 15]

D. Council Member Requests for Workshop Topics

E. Adjournment

All public City meetings are held in accessible locations. Auxiliary aids will be provided upon request with at least 72 hours advance notification. Please contact 469-1102 if you have any questions regarding this notice.

CITY OF BROOKINGS

COUNCIL WORKSHOP REPORT

Meeting Date: September 5, 2023

Originating Dept: Finance & Admin

Signature (submitted by)

City Manager Approval

Subject: United States Geological Survey (USGS) Gage

Financial Impact:

None.

Background/Discussion:

We have heard various reports this summer about the water levels on the Chetco River, the City's water source. The City participates in the costs to operate the Chetco River gage, monitored by the US Dept of the Interior, US Geological Survey. These reports are not simple to read and interpret.

The US Forest Service, South Coast Fishermen, Harbor Water, and the Port of Brookings also share in the costs of maintaining the Chetco River gage.

Randy Spitzer from USGS will be joining us to better explain how the Chetco River Gage is used, and how to interpret the readings.

CITY OF BROOKINGS

COUNCIL WORKSHOP REPORT

Meeting Date: September 5, 2023

Originating Dept: Finance & Admin

Signature (submitted by)

City Manager Approval

Subject: Bureau of Ocean Energy Management (BOEM) - Offshore Wind Energy

Financial Impact:

No direct financial impact at this time.

Background/Discussion:

BOEM announced a 60-day public comment period on two draft Wind Energy Areas located in the existing Call Areas offshore Southern Oregon (Brookings and Coos Bay). We received an email from the Governor's Regional Solutions team after the comment period opened, with a link to the Oregon state activities page.

The 186-page draft report can be found online here:
https://www.boem.gov/sites/default/files/documents/renewable-energy/state-activities/Oregon_WEA_Draft_Report_NCCOS.pdf

City Council requested staff to bring this topic to a Workshop to discuss possible City response during this comment period, ending October 16, 2023.

Attachments:

a. BOEM Press release, August 15, 2023
b. BOEM Oregon Activities Page
c. BOEM letter to Gov Kotek, July 10, 2023
d. Oregon Gov. Kotek letter to BOEM, August 3, 2023

BOEM Identifies Draft Wind Energy Areas Offshore Oregon for Public Review and Comment

08/15/2023

Contact(s)
John Romero
(805) 312-2429

As part of the Biden-Harris administration's goal of deploying 30 gigawatts of offshore wind energy capacity by 2030 and 15 gigawatts of floating offshore wind by 2035, the Bureau of Ocean Energy Management (BOEM) today identified two draft Wind Energy Areas (WEAs) off the coast of Oregon and opened a 60-day public review and comment period on those WEAs.

The draft WEAs cover approximately 219,568 acres offshore southern Oregon with their closest points ranging from approximately 18 – 32 miles off the coast. A map of the draft WEAs can be found on Oregon state activities page.

"As BOEM works to identify potential areas for offshore wind development, we continue to prioritize a robust and transparent process, including ongoing engagement with Tribal governments, agency partners, the fishing community, and other ocean users," **said BOEM Director Elizabeth Klein**. "At the request of Oregon's governor and other state officials, there will be a 60-day public comment period on the draft WEAs and BOEM will hold an intergovernmental task force meeting in addition to public meetings during the comment period. We look forward to working with the state to help us finalize offshore areas that have strong resource potential and the fewest environmental and user conflicts."

Oregon has major opportunities for offshore wind deployment, which will create good-paying jobs and new economic activity. Due to the deep waters off of Oregon's coast, these areas are also an opportunity to accelerate U.S. leadership in floating

technologies. The draft WEAs announced today would tap up to 2.6 GW of Oregon's potential.

To identify the draft WEAs, BOEM used a comprehensive process that involved outreach to potentially impacted stakeholders and ocean users, Tribes, and the public to identify the potential offshore locations that appear most suitable for floating offshore wind energy development and took into consideration possible impacts to local coastal and marine resources and ocean users. BOEM collaborated with the National Oceanic and Atmospheric Administration's National Centers for Coastal Ocean Science to use an ocean planning model that seeks to identify and minimize conflicts.

The two draft WEAs reflect changes based on public, stakeholder, and interagency engagement from the Oregon Call Area that the Department of the Interior released for public comment in April 2022. Public input from this new comment period will be considered before formally designating final WEAs off the coast of Oregon.

Public Meetings and Comments

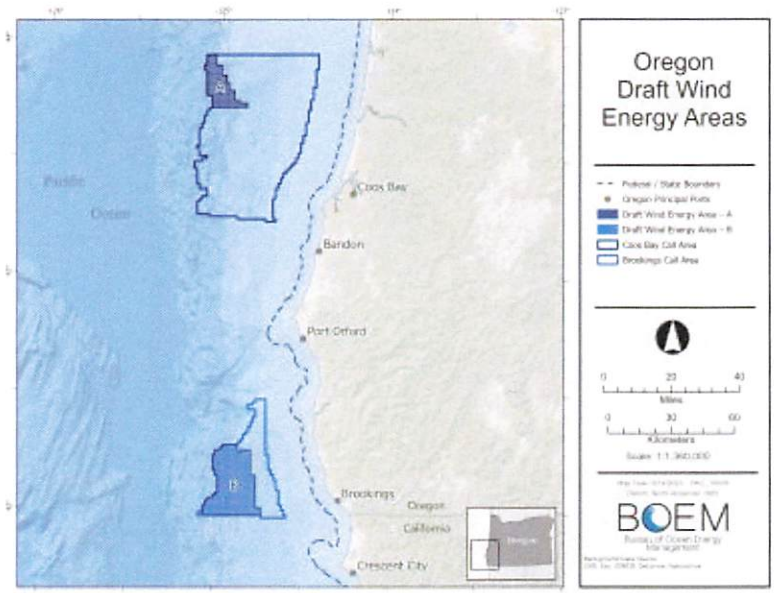
During the 60-day public comment period starting on August 15, 2023, BOEM will hold public meetings to outline data and information used to inform the draft WEAs and to discuss next steps. The meetings will be open to the public, with one specifically designed for engaging the fishing community. BOEM will also convene an Oregon Intergovernmental Renewable Energy Task Force meeting to discuss the draft WEAs and next steps in offshore wind energy planning in Oregon. Additional information on the webinars will be available on the BOEM Oregon state activities page.

To comment on the draft WEAs please go to regulations.gov and search for docket number BOEM-2023-0033. BOEM will accept comments through 11:59 pm ET on October 16, 2023.

-- BOEM --

The Department of the Interior's Bureau of Ocean Energy Management (BOEM) is responsible for America's offshore energy and mineral resources. The bureau promotes energy independence, environmental protection and economic development through responsible, science-based management of energy and mineral resources on the U.S. Outer Continental Shelf.

Oregon Activities



On Aug.15, 2023, BOEM announced a 60-day public comment period on two draft Wind Energy Areas located in the existing Call Areas offshore southern Oregon. The draft WEAs cover approximately 219,568 acres offshore southern Oregon with their closest points ranging from approximately 18 – 32 miles off the coast. BOEM will host an Oregon Intergovernmental Renewable Energy Task Force meeting and public meetings to discuss data used to inform the draft wind energy areas and next steps for Oregon offshore wind energy planning. Information on the task force and public meetings will be posted on this webpage soon.

- **SAVE the DATE:** The 11th BOEM Oregon Intergovernmental Renewable Energy Task Force Meeting will be held virtually on **Monday, September 18, 2023 from 9am – 2pm PT.** *Additional information coming soon!*

How to Provide Comments

To comment on the draft WEAs please go to regulations.gov, docket number BOEM-2023-0033. BOEM will accept comments through 11:59 pm ET on October 16, 2023.

About the Draft Wind Energy Areas

BOEM used a comprehensive process to identify the potential offshore locations that appear most suitable for floating offshore wind energy leasing and potential development, taking into consideration possible impacts to local coastal and marine resources and ocean users. In addition to coordinating with the State of Oregon, BOEM collaborated with the National Oceanic and Atmospheric Administration's National Centers for Coastal Ocean Science (NCCOS) to use an ocean planning model that seeks to identify and minimize conflicts.

Quick Links

OROWindMap

Sign Up for News and Updates

- Draft NCCOS Report: A Wind Energy Area Siting Analysis for the Oregon Call Areas (Aug. 2023)

Maps

- Oregon Draft WEAs
- Oregon Draft WEAs Nautical Chart Map
- Shapefiles

Visual Simulations

Engagement Opportunities

During the 60-day public comment period, BOEM will hold an intergovernmental renewable energy task force meeting and in-person public meetings on the Oregon coast to discuss data used to inform the draft wind energy areas and next steps. Check back soon for details on dates, times and location of these meetings!

Next Steps

The final WEAs may be further modified after incorporating feedback collected during the comment period. Input will be considered before formally designating Oregon final WEAs which would undergo a National Environmental Policy Act (NEPA) review for potential leasing, which includes site assessment and characterization activities.

United States Department of the Interior

BUREAU OF OCEAN ENERGY MANAGEMENT
WASHINGTON, DC 20240-0001

July 10, 2023

The Honorable Tina Kotek
Governor of Oregon
Salem, Oregon 97301-4047

Dear Governor Kotek:

Thank you for your letter dated June 9, 2023, and our follow-up discussions with you on June 16, 2023, and with your staff on June 22, 2023, regarding renewable energy development offshore Oregon. The administration and I share your belief that offshore wind is necessary to combat climate change and improve our nation's energy security while creating high-quality jobs. We also agree that any offshore wind development must be done responsibly and in collaboration with Tribes and local communities, including fishing stakeholders. As we discussed in our recent conversation with your staff, we remain committed to working with the State on our shared priority of continued engagement with Tribal governments. We also share the State's commitment to listen to coastal communities to identify, understand, and respond to local concerns. This commitment to thoughtful and meaningful engagement is reflected in the updates below. I look forward to working with you and the Oregon Congressional delegation to make our shared vision a reality.

Early in the Renewable Energy Leasing Process

The Bureau of Ocean Energy Management's (BOEM) offshore wind energy process is carried out over the course of several years and comprises four distinct phases: (1) planning and analysis, (2) leasing, (3) site assessment, and (4) construction and operations, with public and stakeholder engagements and consultation with Tribal Nations throughout the entire process. BOEM is currently in the planning and analysis stage to identify areas suitable for leasing offshore Oregon.

Since 2011, BOEM has promoted coordination of renewable energy activities offshore Oregon with its Tribal, Federal, State, and local partners through the BOEM Oregon Intergovernmental Renewable Energy Task Force (Task Force). Members of the public are also invited to attend Task Force meetings.

Informed by outreach and engagement pursuant to a plan developed with the State of Oregon and discussed at Task Force meetings beginning in 2019, BOEM published a Call for Information and Nominations (Call) on April 29, 2022, to invite public comment on and assess interest in possible commercial wind energy leasing on the Outer Continental Shelf (OCS) offshore the Oregon coast.

The Call is an early engagement step to solicit feedback at a regional scale to identify potential areas for offshore wind development. The goal is to identify areas that minimize potential impacts to ocean users and the marine environment and also have the greatest potential for commercial viability.

Offshore wind planning must be carried out in a collaborative manner. Recognizing this, and in response to public requests to improve transparency and allow additional input from Tribal Nations, stakeholders, and the public, BOEM recently added a new step to the process. This new step is issuing draft wind energy areas (WEAs) for public comment and is the next step in the planning process for Oregon. After months of collaboration and joint data analysis with the National Oceanic and Atmospheric Administration's (NOAA) National Centers for Coastal Ocean Science (NCCOS), current analysis shows possible draft WEAs are likely to be significantly smaller, roughly 20 percent of the Coos Bay and Brookings Call Areas, reflecting input from Tribes and the fishing industry and incorporating data from the National Marine Fisheries Service (NMFS) and the Oregon Department of Fish and Wildlife (ODFW), the Department of Defense and the U.S. Coast Guard. The new process of publishing draft WEAs includes a 30-day comment period to provide an additional opportunity for Tribes, stakeholders, and partners to provide feedback to BOEM before final WEAs are identified. The final WEAs, which will be reviewed under the National Environmental Policy Act (NEPA) for potential lease issuance, will be based on the best available science and data, including traditional knowledge, as well as comments and feedback received from Tribal Nations, agency partners, the fishing industry, ocean users, and other stakeholders.

Meaningful Engagement with Tribes, Local Communities, and the Fishing Community

BOEM consults with ocean users to select the best available science and modeling approaches and will continue to use the latest scientific data to identify areas on the U.S. OCS with the fewest environmental impacts and least conflicts, while still being technically and economically feasible for potential wind projects.

Even though Oregon is early in the renewable energy leasing process, BOEM has participated in or held over 130 meetings between October 2020 and May 2023 with Tribes, stakeholders, and partners to discuss offshore wind planning in Oregon. BOEM has listened and incorporated feedback into its initial planning decisions. This feedback loop of engagement and listening to Tribes, stakeholders, and local communities remains a fundamental part of this process.

The addition of the NCCOS spatial model process analyzes the spatial data to identify the best areas for wind energy sites to help inform BOEM's draft WEAs for Oregon, which BOEM plans to have available for public review and comment prior to final WEA designations.

NOAA NMFS and ODFW developed fishing datasets and suitability rankings for use in the suitability model process. In the suitability model, BOEM chose to include a conservative dataset with very low suitability for offshore wind to reflect the comments and concerns from the fishing industry, and the importance of maintaining access to existing fishing grounds.

At a national level, the National Academies of Sciences, Engineering, and Medicine established a new standing committee on offshore wind energy and fisheries. The committee will serve as an independent, credible forum to discuss the state of science and pressing concerns related to the intersection of offshore wind with fisheries.

Creating Positive Feedback Loops – Acting on Engagement

BOEM is actively listening to the concerns raised about the offshore wind leasing process and has incorporated enhancements to our process. In addition to the planned publication of draft WEAs, BOEM will be able to show how we took data and comments into consideration and dedicated staff to liaise with the fishing industry and Tribal Nations to ensure continuity of engagement on the West Coast. In response to concerns BOEM heard from Oregon Tribes and coastal communities, BOEM recently completed visual simulations of hypothetical offshore wind projects in the draft WEAs to inform the public of potential impacts to coastal viewsheds.

Recently issued leases in California include stipulations intended to ensure continued coordination with Tribes, the fishing industry, and other stakeholders through mandated communication plans and regular reporting requirements about engagement activities by lessees. Additionally, in the recent California offshore wind energy auction, BOEM included new bidding credits that incentivized lessees to enter into Community Benefit Agreements (CBAs) with one or more communities, stakeholder groups, or Tribal entities affected by activities on the lease. BOEM will consider and solicit input on similar types of lease stipulations and bidding credits in potential future auctions on the West Coast.

Currently, BOEM is reviewing comments and consulting with Tribal Nations on the draft national fisheries mitigation guidance to mitigate offshore wind project impacts on fisheries and the fishing industry. BOEM expects to publish the final guidance later this year.

1,300 Meters Water Depth

BOEM is considering offshore wind leasing in water depths up to 1,300 meters, which is roughly on the continental slope offshore Oregon, beyond which water depths increase quickly. BOEM and the State of Oregon have conducted outreach and data gathering focused on areas with water depths up to 1,300 meters consistent with the planning area established with input from the State and Task Force at the beginning of the offshore wind planning in Oregon in 2019.

Water depths up to 1,300 meters is a reasonable limit for near-term development of floating offshore wind energy facilities, based on West Coast offshore wind cost modeling studies by the National Renewable Energy Laboratory. As water depths increase, project costs increase incrementally because of increasingly longer mooring lines, potentially longer array cables, and more difficult logistics in anchor installation.

While future planning could include deeper waters, initial floating offshore wind projects must remain competitive with other renewable energy resources for commercial viability while considering other conflicting uses.

We look forward to continuing to work together as partners in the planning and analysis phase of the offshore wind leasing process in Oregon. Over the course of the next weeks, we welcome the opportunity to assess all of the work that has been completed to date and chart potential paths forward with the State, in collaboration with Tribal nations, local communities, and ocean stakeholders.

If you have any additional questions or comments, please contact Jeronimo Naranjo, BOEM Congressional Specialist, at (202) 880-3633 or Jeronimo.Naranjo@boem.gov. A similar response is being sent to each cosigner of your letter.

Sincerely,

Elizabeth Klein
Director

TINA KOTEK
GOVERNOR

August 3, 2023

The Honorable Elizabeth Klein
Director
Bureau of Ocean Energy Management
1849 C Street NW
Washington, DC 20240

Dear Director Klein,

Thank you for your letter dated July 10, 2023, and our continued conversations on the feasibility of offshore wind in Oregon.

As my administration develops greater collaboration with community, fishing, and Tribal stakeholders, we see value in developing more transparency around the proposed call areas and BOEM's draft wind energy areas. The BOEM Oregon Intergovernmental Renewable Energy Task Force last met more than a year ago on February 25, 2022. While we understand that BOEM has met individually with community and Tribal members in the interim, the broader public has not had access to BOEM's proposed analysis of least-conflict wind energy areas, developed over the course of the last 16 months.

To better inform our state and community experts during this pause, my administration requests that BOEM share the draft wind energy areas through a series of public meetings and a Task Force update. To ensure that the public has an opportunity to provide feedback to BOEM on its analysis, we further ask that BOEM provide a 60-day comment period on the draft wind energy areas. We look forward to working closely with your team to develop meaningful opportunities for communities to continue to engage with BOEM on its work to date.

If you have any questions or require further information, please do not hesitate to contact Governor Kotek's Natural Resources and Climate Advisor, Karin Power, at karin.power@oregon.gov or (503) 559-8652.

Sincerely,

Tina Kotek

Governor Tina Kotek

254 STATE CAPITOL, SALEM OR 97301-4047 (503) 378-3111 FAX (503) 378-8970
WWW.GOVERNOR.OREGON.GOV

CITY OF BROOKINGS

COUNCIL WORKSHOP REPORT

Meeting Date: September 5, 2023

Originating Dept: Finance & Admin

Signature (submitted by)

City Manager Approval

Subject: Green Waste Dumps

Financial Impact:

None.

Background/Discussion:

A citizen reached out to Councilor Martin to request that the City prohibit green waste dumps within city limits. This would be space to dump landscape debris and grass clippings. Council consensus was to put this topic on a Workshop agenda.

The "green waste dump" that the local resident is referring to is part of the Claron Glen Home Owners Association (HOA) off of Timberline Drive. It is private property, and not a place that the general public can dispose of landscape debris.

CITY OF BROOKINGS

COUNCIL WORKSHOP REPORT

Meeting Date: September 5, 2023

Originating Dept: Finance & Admin

Signature (submitted by)

City Manager Approval

Subject: Minimum Street Standards

Financial Impact:

None.

Background/Discussion:

The City Council has discussed Deferred Improvement Agreements (DIAs) and Local Improvement Districts (LIDs) recently.

With the possibility of calling DIAs or implementing a LID, the Mayor has requested that the topic of Minimum Street Standards be discussed at a Council Workshop.

Current Street Standards can be found in the Brookings Municipal Code (BMC) 17.170 (attached).

Attachments:

a. BMC 17.170 Street Standards

Chapter 17.170
STREET STANDARDS

Sections:

17.170.010 Purpose.

The purpose of this chapter is to provide a multi-modal circulation system within the city that preserves the flow of motorized traffic in terms of safety, capacity, functional classification, and level of service while at the same time providing and encouraging a safe and efficient bicycle and pedestrian system throughout the city. [Ord. 07-O-595.]

17.170.020 Definitions.

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

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

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

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

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

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

1. "Multi-use path" means a paved 10- to 12-foot-wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other nonmotorized users.

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

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

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

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

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

closest edge of the pavement of the connection along the traveled way.

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

"Development driven improvement" means improvements to be installed when new development increases the need and demand for roadway, bicycle, or pedestrian facilities.

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

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

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

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

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

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

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

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

"Multi-modal" means consideration of various modes of transportation (walking, cycling, automobile, public transit, air, and water systems).

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

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

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

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

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

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

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

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

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

"Sharrows" means shared lane markings with wayfinding signage that reminds road users that people biking can occupy the full travel lane.

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

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

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

"Walkway" means a hard-surfaced area intended and suitable for pedestrians, including sidewalks and the surfaced portions of accessways. [Ord. 17-O-770 § 2 (Att. C); Ord. 11-O-675 § 2; Ord. 07-O-595.]

17.170.030 General development standards and requirements.

A. On-site improvements shall be provided, paid for and installed, or caused to be installed by the developer, including by way of example and not by way of limitation curbs and gutters, sidewalks and pedestrian walkways, street base course and wearing course materials, bridges, street signs, and traffic control devices.

B. Off-site improvement requirements are found in BMC 17.170.060.

C. If the original developer is required to construct off-site improvements, future reimbursement may be applicable. The public works document, "General Engineering Requirements and Standard Specifications," contains provisions for the reimbursement process. [Ord. 07-O-595.]

17.170.040 Secured improvement agreement.

The developer shall enter into a secured improvement agreement pursuant to the provisions of BMC 17.80.080, if requesting postponement for installation of public improvements. [Ord. 07-O-595.]

17.170.050 Street construction standards.

The improvement plans shall comply with the standards and criteria set forth herein and with the specifications contained in the current public works document, "General Engineering Requirements and Standard Specifications." Proposed construction of improvements not covered by the above document shall be reviewed for approval by the city. The materials and workmanship of said improvements shall be warranted as outlined in BMC 17.80.090. Other improvements may be required pursuant to Chapter 17.168 BMC. [Ord. 07-O-595.]

17.170.060 Street standards.

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

1. Street improvements are required along the street frontage of all newly created lots and of new development on an existing vacant lot. Improvements shall be to the standards as shown in Table 17.170.060 or as in an approved neighborhood circulation plan, planned unit development or master plan. Deferment of street improvements may be allowed when authorized by the site plan committee as described in BMC 17.170.070. Some development is exempt from street improvements as described in BMC 17.04.070.

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

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

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

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

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

Type of Street**	Minimum ROW (Feet)	Minimum Road Surface Width (Feet)	Pedestrian Improvements
State Highway Arterial[1]	84	70	5 – 12 feet, both sides
Residential Collector	50	36	10-foot multi-use path (in lieu of bike lanes and sidewalk)
Residential Local***	42	28	5 feet, both sides
Residential (Local)*** Maximum of 12 dwelling units taking access[6]	38	24	5 feet, both sides
Residential (Local)*** Maximum of 8 dwelling units taking access and on-street parking available within 400 feet on this street[2]	29	20	5 feet, one side
Downtown Core Area[1] (See Map 17.92.030-1)	50	36	5 – 8 feet, both sides
Residential One-Way Street[2]	34	20	5 feet, both sides
Half Street[2, 5]	1/2 of accepted standard	1/2 of accepted standard	5 feet, one side

Type of Street**	Minimum ROW (Feet)	Minimum Road Surface Width (Feet)	Pedestrian Improvements
Access Road Turn-Around	See public works document "General Engineering Requirements and Standard Specifications"		To be determined based on type of turn-around
Commercial/Industrial[1]	58	44	5 – 8 feet, both sides
Commercial One-Way Street	50	36	5 – 8 feet, both sides
Hillside Collector Street[2, 3, 4, 9]	27	20	4-foot paved shoulder, one side
Hillside Local Street[2, 3, 4, 9] Maximum of 12 dwelling units taking access	23	20	None
Hillside One-Way Street[2, 3, 4, 7, 9]	23	16	4-foot paved shoulder, one side
Alley	20	20	None
The following standard is the minimum standard for existing streets. This standard can only be used when the street is serving a limited area and approved by the city council.			
Must be approved by the city council in a local improvement district process[2, 8]	30	16	Proposal by applicants

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

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

[1]Sidewalks must be the maximum possible when adequate right-of-way is available and topography allows.

[2]No parking on either side on pavement.

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

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

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

[6]Parking on one side only.

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

[8]Parking facilities to be proposed by applicant.

[9]Curbs may be required, depending on city engineer's recommendation.

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

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

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

The existing collector streets listed below are not physically able to meet adopted collector standards as stated in Table 17.170.060. Any future improvements to these streets must meet the following standards. These streets are in the county's jurisdiction as of the date of this revision. When the existing street pavement is equivalent to the city's construction standards, the city will accept jurisdiction.

Specific Standards for Certain Streets	Right-of-Way (feet)	Minimum Road Surface Width (feet)	Sidewalk Improvements
Old County Rd.[1, 2]	As needed	20 ft. and 4 ft. paved shoulder one side adjacent to the north-bound travel lane	None
Parkview Dr.[1, 2]	As needed	20 ft.	Sidewalk on east side only

Specific Standards for Certain Streets	Right-of-Way (feet)	Minimum Road Surface Width (feet)	Sidewalk Improvements
North Bank Chetco River Rd.[2]	As needed	Future improvements to match existing pavement	None

1. When applicant's engineer demonstrates there are constraints that make this standard impracticable, the four-foot paved shoulder or multi-use path may be eliminated. The city must review and agree with the analysis prior to planning commission review.

2. Parking prohibited on paved shoulder.

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

1. Bicycle circulation must be considered on all new streets. Depending on street standard employed, a street must be designated as a shared roadway, or other type of bikeway as described in BMC 17.170.020.

2. Where sidewalks are required by street design standards, one 10-foot shared bicycle/ pedestrian pathway may be substituted for bike lanes and sidewalk on one side. If the street standard requires sidewalks on both sides, the 10-foot shared pathway on one side does not eliminate the required sidewalk on the opposite side, unless the planning commission eliminates that requirement.

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

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

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

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

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

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

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

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

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

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

O. Street Grades.

1. A collector shall not exceed 10 percent grade.

2. A local street shall not exceed 15 percent grade.

3. The planning commission may approve an alternative street grade standard if deemed appropriate and the fire chief is in agreement.

4. Streets are to follow the natural terrain whenever feasible. Travel ways, walkways, and parking areas are to be designed to parallel the natural contours of the site.

P. Fire Suppression Sprinkler Systems. If the driveway or street is deemed inaccessible for fire fighting purposes by the fire chief, any dwelling units must have an automatic fire suppression sprinkler system. Other structures may also be required to install sprinkler systems, at the discretion of the fire chief. [Ord. 17-O-770 § 2 (Att. C); Ord. 11-O-675 § 2; Ord. 07-O-595.]

17.170.070 Off-site street improvements, deferred.

Street improvements may include pavement, curbs, gutters, pavement markings, sidewalks, and storm drainage. These improvements may be deferred by the site plan committee. The site plan committee will consider street improvement requirements on a case-by-case basis utilizing the following information:

- The condition and standard of the existing, abutting street;
- The likelihood and timing of new improvements given existing development on parcels in the vicinity;
- Topographic constraints;
- Safety concerns;
- Other details specific to the subject property or vicinity.

A. When an entire street, or a segment of a street, is on the city's capital improvement project list to be improved within the next five years, the property owner will be required to provide an engineer's estimate of cost for street improvements to the frontage of the subject property. This estimate must be reviewed and approved by the city. These costs must be paid and these funds will be put into an account to be used when the project is initiated.

B. Deferred Street Improvements. When street improvements are deferred, the developer shall enter into a deferred improvement agreement for each lot fronting the street segment and record said agreement with the Curry County recorder's office. Said agreement shall run with the land and require

that the property owner agree to the performance of the work deferred by conformance with one of the following options:

1. Work Performed by Property Owner. The owner of the property subject to a deferred improvement agreement shall be responsible for performance of the work identified in said agreement and for obtaining contractors therefor. The owner shall cause satisfactory plans and specifications for the improvements to be prepared and to submit said plans and specifications to the city public works department for approval prior to commencement of the work to be done. Such work shall be done in accordance with city standards in effect at the time the improvement plans are submitted for approval. The owner agrees to make payments required by the city including, but not limited to, engineering deposits, permit fees and inspection fees. The owner shall obtain a permit to work in the right-of-way and notify the city public works department at least 48 hours prior to the start of work.

Prior to approval of improvement plans by the city, the owner may be required to execute and deliver to the city a security bond in an amount and form acceptable to the city, to be released by the city upon the city's final acceptance of the work performed.

2. Recordation of a deferred improvement agreement shall be equivalent to consent to the establishment of a local improvement district. If the property owner does not complete the improvement pursuant to BMC 17.80.080(F), the city may do the work as a local improvement project following the procedures established by ordinance for such projects and assess the cost against the property specially benefited. Permission to enter onto the property of the owner is granted to the city or its contractor as may be necessary to construct such improvements.

3. Activation of Deferred Improvement Agreements. When the city determines the improvements must be constructed, the city shall notify affected property owners in writing. All or any portion of said improvement may be required at a specified time. Each affected owner shall participate on a pro rata basis of the cost of installation of the improvements. The city may require a local improvement district to be formed for a street or segment of a street involving all properties' owners to participate when this street or segment has at least 50 percent of the properties subject to a deferred improvement agreement. As city funds are available, the city may participate in the expense of the project.

C. The site plan committee's decision regarding required street improvements may be appealed to the planning commission. [Ord. 07-O-595.]

17.170.080 Street names and signs.

A. The name of any public or private street shall not duplicate or be so similar as to be confused with the name of any existing street within the 97415 zip code area.

B. Street names and traffic control signs shall be installed by the applicant as required by the city.

C. An alley may be named if it has a paved surface and an unobstructed travel way between two streets.

D. Street names shall be approved by the planning commission. [Ord. 07-O-595.]

17.170.090 Traffic impact statement or analysis.

A. Applicability. A traffic impact statement or analysis may be required by the city as necessary to determine a development impact on the adjacent street system. When required, the traffic impact statement or analysis shall be prepared by an engineer registered in the state of Oregon and submitted to the city prior to action on a project authorization for which the traffic impact statement or analysis was required.

B. The traffic impact statement or analysis is designed to identify the traffic impacts and potential problems which may be caused by a proposed use, and to identify all improvements required to ensure safe and efficient pedestrian and vehicular ingress to and egress from a proposed development, to maintain an adequate street capacity, and to eliminate hazardous conditions and situations. [Ord. 07-O-595.]

17.170.100 Access management.

A. Access standards for the state highway are shown in the Oregon Highway Plan.

B. Special Transportation Areas (STA). Access to arterial streets located in the area designated as a special transportation area is less restrictive than in the Oregon Highway Plan.

C. Commercial Joint and Cross Access.

1. Adjacent commercial properties classified as major traffic generators shall be provided a cross access drive and pedestrian access to allow circulation between sites.

2. A system of joint use driveways and reciprocal access agreements shall be established wherever feasible and shall incorporate the following:

a. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the highway's access

management classification system if accessing the highway;

b. A design speed of 10 miles per hour and a maximum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;

c. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive;

d. A unified access and circulation system plan for coordinated or shared parking areas is encouraged.

3. Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods pursuant to BMC 17.92.080.

4. Pursuant to this section, property owners shall:

a. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

b. Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the city and pre-existing driveways will be closed and eliminated after construction of the joint use driveway;

c. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

D. Commercial Access Connection and Driveway Design.

1. Driveways shall meet the following standards:

a. If the driveway is a one-way-in or one-way-out drive, then the driveway shall be a minimum width of 10 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 10 feet.

2. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts.

3. The length of driveways shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.

4. Approval from the jurisdiction with authority must be provided when substantial expansion of a commercial structure that requires additional parking or a new driveway access to a public street is proposed.

E. Reverse Frontage.

1. Residentially zoned lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification, or lower average daily traffic, if both facilities have the same functional classification. Where safety or other concerns exist, the city will have final authority to permit appropriate access.

2. When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road, unless otherwise constrained by topography. Access rights of these lots to the arterial shall be dedicated to the city and shown on the recorded plat. A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on the arterial. The berm or buffer yard shall not be located within the public right-of-way.

F. Connectivity.

1. 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.

2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the site plan committee, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.

3. Collector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets. Appropriate design and traffic control and traffic calming measures are the preferred means of discouraging through traffic.

4. When a public or private street intersects a state highway, the Oregon Highway Plan will be used to determine proper spacing and signal placement. [Ord. 17-O-770 § 2 (Att. C); Ord. 12-O-696 § 2; Ord. 07-O-595.]

17.170.110 Bicycle and pedestrian development standards.

New commercial and multifamily development will provide safe and convenient pedestrian and bicycle access and connections such as accessways, walkways, and transit facilities.

A. Internal pedestrian and bicycle circulation shall be provided in new commercial, office and multifamily residential developments through the clustering of buildings, construction of hard surface walkways, landscaping, accessways, or similar techniques.

B. Bikeways shall be required, where possible, along existing arterial and collector streets. Bikeways shall be required on proposed collector streets. [Ord. 07-O-595.]

17.170.120 Residential driveway approaches.

A. Distance from Intersection. Driveway approaches shall be positioned from the intersection of a residential street a distance of no less than 20 feet and 100 feet for collector and arterial streets; provided, however, that such distances may be reduced by the city engineer where impractical due to lot configuration and/or width.

B. Number of Accesses Permitted. Access points to a public street shall be the minimum necessary to provide reasonable access while not inhibiting the safe traffic circulation and carrying capacity of the street. Each parcel or lot may have one access to the street unless an additional access is approved by the site plan committee.

C. Joint Access Encouraged. Common accessways at a property line shall be encouraged and in some instances may be required in order to reduce the number of access points to streets. Construction of common accessways shall be preceded by recording of joint access and maintenance easements.

D. Approval from the jurisdiction with authority must be provided when a new driveway access to a public street is proposed.

E. Driveway Approach Width Standards. Driveway approaches for single-family and two-family dwellings shall have a minimum width of eight feet and a maximum width of 27 feet in addition to ADA compliant wings on either side. All other residential driveway approaches shall be a minimum of 15 feet and a maximum of 36 feet. Approaches shall be built to city standards per the "Engineering Requirements and Standard Specifications for Public Works Infrastructure."

Requests for wider approaches shall be reviewed by the site plan committee on a case-by-case basis. For properties where the ADA compliant wings would extend beyond the property lines, the driveway shall be centered on the property frontage and the approach design shall be reviewed by the site plan committee. Considering ADA requirements, an approved recommendation shall be given that will mitigate the narrower approach to prevent undue inconvenience to neighboring properties. Approaches that serve driveways within an easement shall be reviewed by site plan committee on a case-by-case basis. [Ord. 17-O-770 § 2 (Att. C); Ord. 07-O-595.]

The Brookings Municipal Code is current through Ordinance 23-O-808, passed June 12, 2023.

Disclaimer: The City Recorder's office has the official version of the Brookings Municipal Code. Users should contact the City Recorder's office for ordinances passed subsequent to the ordinance cited above.

City Website: https://www.brookings.or.us/
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