

**IN AND FOR THE CITY OF BROOKINGS  
STATE OF OREGON**

**ORDINANCE 11-O-675**

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

Section 1. Ordinance identified.

Section 2. Amends Sections 17.170.020 and 17.170.060

The City of Brookings ordains as follows:

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

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

**17.170.020 Definitions.**

The following definitions apply for the purpose of this chapter. Also see definitions in Chapter [17.08](#) BMC.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **17.170.060 Street standards.**

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

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

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

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

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

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

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

Type of Street **	Minimum ROW (Feet)	Minimum Road Surface Width (Feet)	Pedestrian Improvements
State Highway Arterial <sup>1</sup>	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)*** <sup>6</sup> Maximum of 12 dwelling units taking access	38	24	5 feet, both sides

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

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

Existing residential streets	Minimum ROW	Minimum Road Surface Width	Pedestrian Improvements
Must be approved by the City Council in a Local Improvement District process. <sup>8, 2</sup>	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.**

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

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<sup>2</sup>No parking on either side on pavement.

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

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

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

<sup>6</sup>Parking on one side only.

<sup>7</sup>Paved shoulder must be constructed to meet paved roadway standards.

<sup>8</sup> Parking facilities to be proposed by applicant

<sup>9</sup>-Curbs may be required depending on City Engineer's recommendation.

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

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

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

**The existing collector streets listed below are not physically able to meet adopted collector standards as stated in the Table above. Any future improvements to these streets must meet the following standards.**

**These streets are in the County's jurisdiction as of the date of this revision. When the existing street pavement is equivalent to the City's construction standards, the City will accept jurisdiction.**

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

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

2. Parking prohibited on paved shoulder.

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

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

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

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

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

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

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

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

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

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

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

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

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

O. Street Grades.

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

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

First Reading: January 10, 2011  
Second Reading: January 10, 2011  
Passage: January 10, 2011  
Effective Date: February 9, 2011

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

ATTEST:

Signed 1-11-11

Mayor Larry Anderson

Attested 1-11-11

City Recorder Joyce Heffington