



**ROGUE VALLEY**  
Council of Governments

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**MEMORANDUM**

**Date:** October 10, 2019  
**To:** Shady Cove Planning Commission  
**From:** Ryan Nolan, Planner  
**Subject:** City Street Standards

The Planning Commission has been looking into Street Standard issues within the City of Shady Cove Code of Ordinances. This review has clarified that developers of new subdivisions are responsible for constructing new City Streets to City street standards. Further, it has been clarified that Partitions may be approved with Deferred Development Agreements requiring developers to pay a percentage of future street improvement fees. These agreements are based on the City's estimated street improvement costs (which should be updated). It has also been clarified that individual lots may be developed (ex. Single family home construction) with only a Waiver of Remonstrance (an agreement that the property owner will not contest costs of future street improvement). The Planning Commission has directed staff to propose some clarifications to the Code to provide shared private drive standards, and to allow improvement to existing City Streets that do not meet City street standards.

The following are three sections of the Code of Ordinances with proposed deletions shown with strikeout font and proposed additions shown with red font. It is staff's intention that these amendments would clarify the City's street standards and allow alternate street improvement of existing City streets that do not meet City standards when approved by the Planning Commission.

## **CHAPTER 95: STREETS AND SIDEWALKS**

### **§ 95.03 STREETS AND PEDESTRIAN WAYS.**

(A) All streets, ~~and alleys,~~ and shared private drives serving more than one tax lot shall be:

(1) Cut to the grade and cross-section design approved by the City Engineer, having due regard to drainage, the grade of adjoining streets and properties, making allowance for required base and paving material;

(2) Improved by the placing of an adequate rock base of sufficient depth on the portion designed for vehicular traffic; and

(3) Paved with a minimum of three inches of asphalt concrete.

(B) Where the Planning Commission determines that the public interest requires it, the Planning Commission may require asphalt surfacing of all or any part of any street or alley, whether or not the same is already required.

(C) All street improvements shall be constructed to city standards for permanent street and alley construction. Catch basins shall be installed and connected to drainage leading to storm sewers or drainage ways as approved by the City Engineer. Upon completion of the street improvement, monuments shall be reestablished.

(D) Where the Planning Commission determines that improvements to existing streets which do not currently meet complete street standards as outlined in Table 6.B.1 are necessary. And the proposed improvement methods may utilize alternate standards such as narrower paving, or alternate surfacing such as chip sealing, or other alternate standards such street improvement projects may be allowed if approved by the Planning Commission.

(Ord. 223, passed 11-18-2004)

#### **§ 95.61 TRANSPORTATION STANDARDS.**

(A) *Development standards.* No development shall occur unless the development has frontage or approved access to a public street, in conformance with the provisions of §§ 95.30 through 95.33, and the following standards are met.

(1) Streets within or adjacent to a development shall be improved in accordance with the provisions of this section.

(2) Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section and public streets shall be dedicated to the city.

(3) New streets and drives connected to a collector or arterial street shall be paved.

(4) The city may accept a future improvement guarantee (e.g., owner agrees not to remonstrate (object) against the formation of a local improvement district in the future) in lieu of street improvements if one or more of the following conditions exist:

(a) A partial improvement may create a potential safety hazard to motorists or pedestrians;

(b) Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;

(c) The improvement would be in conflict with an adopted capital improvement plan; or

(d) The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

(B) *Variances.* A variance may be granted under this section only if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands.

(C) *Creation of rights-of-way for streets and related purposes.* Streets shall be created through the approval and recording of a final subdivision or partition plat; except, the city may approve the creation of a street by acceptance of a deed; provided that, the street is deemed essential by the City Council for the purpose of implementing the Comprehensive Plan/Transportation Plan, and the deeded right-of-way conforms to the standards of this chapter. All deeds of dedication shall be in a form prescribed by the City Administrator and shall name "the public" as grantee.

(D) *Creation of access easements.* The city may approve and access easement established by deed when the easement is necessary to provide for access and circulation in conformance with §§ 95.30 through 95.33. Access easements shall be created and maintained in accordance with the Uniform Fire Code, § 10.207.

(E) *Street location, width and grade.* Except as noted below, the location, width and grade of all streets shall conform to an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety and in appropriate relation to the proposed use of the land to be served by the streets:

(1) Street grades shall be approved by the City Engineer in accordance with approved design standards; and

(2) Where the location of a street is not shown in an existing street plan, the location of streets in a development shall either:

(a) Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this section; or

(b) Conform to a street plan adopted by the City Council/Planning Commission, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. A plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

(F) *Minimum rights-of-way and street sections.* Street rights-of-way and improvements shall be the widths in the table below. A variance shall be required to vary the standards in this table. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

(1) Street classification;

(2) Anticipated traffic generation;

(3) On-street parking needs;

(4) Sidewalk and bikeway requirements based on anticipated level of use;

- (5) Requirements for placement of utilities;
- (6) Street lighting;
- (7) Minimize drainage, slope and sensitive lands impacts;
- (8) Street tree location;
- (9) Protection of significant vegetation;
- (10) Safety and comfort for motorists, bicyclists, and pedestrians;
- (11) Street furnishings, (e.g., benches, lighting, bus shelters and the like), when provided;
- (12) Access needs for emergency vehicles; and
- (13) Transition between different street widths (i.e., existing streets and new streets), as applicable.
- (14) Table 6.B.1 (Right-of-way and Street Design Standards) *insert Table 6.B.1 in full here* of Ord. ~~223 is adopted by reference as if appearing in total and made a part hereof.~~

TABLE 6.B.1 – Right-of-Way and Street Design Standards

Type of Street	Ave. Daily Trips (ADT)	Right of Way Width	Curb-to-Curb Pavement Width	Within Curb-to-Curb Area			Curb on both sides	Planting Strip on both sides	Sidewalks on both sides
				Motor Vehicle Travel Lanes	Bike Lane on both sides	On Street Parking			
Arterial Streets Boulevards: 2-Lane Boulevard	8,000 to 30,000 ADT	61'-67'	34'	11'	2 at 6" each	8' bays	6"	7'-8"	6'-10"
Avenue: 2-Lane Avenue	3,000 to 10,000 ADT	59'-65'	32'-33'	10'-10.5'	2 at 6' each	8' bays	6"	7'-8'	6'-10'
Collector Streets Residential	1,500 to 5,000 ADT				NA <sup>2</sup>				
No Parking		49'-51"	22'	11'		None	6"	8'	5-6'
Parking One Side		50'-56"	25'-27"	9'-10'		7' lane	6"	7'-8'	5-6'
Parking Both Sides		57'-63"	32'-34"	9'-10'		7' lanes	6"	7'-8'	5-6'
Commercial:									
Parallel Parking One Side		55'-65"	28'	10'		8' lane	6"	7'-8'	6'-10'
Parallel Parking Both Sides		63'-73"	36'	10'		8' lanes	6"	7'-8'	6'-10'
Diagonal Parking One Side		65'-74"	37'	10'		Varies	6"	7'-8'	6'-10'
Diagonal Parking Both Sides		81'-91"	54'	10'		Varies	6"	7'-8'	6'-10'
Local Residential Streets <sup>1</sup>	Less than 1,500 ADT				NA				
Parking One Side		47'-51"	22'	15'		One 7'	6"	7'-8'	5-6'
Parking Both Sides		50'-57"	25'-8'	11'-14' (Queuing)		Two 7' lanes	6"	7'-8'	5-6'
Alleys	NA	16'-20'	12'-16' paved width, 1'-2' strips on both sides	NA	NA	none	none	none	none
Accessways & Multi-Use Paths	NA	10'-18'	6'-10' paved width, 2'-4' strips on both sides	NA	NA	none	none	none	none
Private Drives serving 2-6 lots	NA	NA	20'	NA	NA	NA	6"	None	None

<sup>1</sup> Hardscape planting strip with tree wells shall be used in commercial and mixed-use development areas (where on-street parking is provided);

<sup>2</sup> 5'-6' Sidewalk shall be installed in residential areas, 8'-10' sidewalk shall be installed in commercial areas;

<sup>3</sup> Bike lanes are generally not needed on low volume (less than 3,000 ADT) and/or low travel speed (less than 25 mph) streets;

<sup>4</sup> Option for residential street with 22-feet of pavement width, and 4-foot wide sidewalks or pathways, separated from roadway by drainage swale (no curb).

[Sidewalks may not be required on some existing local streets when existing and future traffic volumes are low; e.g. less than 500 ADT, or 10 dwellings].

(G) *Traffic signals and traffic calming features.*

(1) Traffic-calming features, such as traffic circles, curb extensions, narrow residential streets and special paving may be used to slow traffic in neighborhoods and areas with high pedestrian traffic.

(2) Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the *Highway Capacity Manual* and *Manual of Uniform Traffic Control Devices*. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection

will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.

(H) *Future street plan and extensions of streets.*

(1) A future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other parcels within 400 to 600 feet surrounding and adjacent to the proposed land division. The street plan is not binding; rather, it is intended to show potential future street extensions with future development.

(2) Streets shall be extended to the boundary lines of the parcel or tract to be developed, when the Planning Commission determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. The point where the streets temporarily end shall conform to divisions (H)(2)(a) through (c) below.

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

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

(c) Temporary turnarounds (e.g., hammerhead or bulb-shaped configuration) shall be constructed for stub streets over 150 feet in length.

(I) *Street alignment and connections.*

(1) Staggering of streets making "T" intersections at collectors and arterial shall not be designed so that jogs of less than 300 feet on the streets are created, as measured from the centerline of the street.

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

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

(4) Proposed streets or street extensions shall be located to provide direct access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and transit facilities.

(5) In order to promote efficient vehicular and pedestrian circulation throughout the city, the design of subdivisions and alignment of new streets shall conform to §§ 95.30 through 95.33, and the maximum block length shall not exceed:

- (a) Six hundred feet in the Residential District;
- (b) Four hundred feet in the Downtown/Main Street District;
- (c) Not applicable to the General Industrial District; and
- (d) Six hundred to 800 feet in the Light Industrial District.

(J) *Sidewalks, planter strips, bicycle lanes.* Sidewalks, planter strips and bicycle lanes shall be installed in conformance with the standards in the table above, applicable provisions of the Transportation Plan, the Comprehensive Plan and adopted street plans. Maintenance of sidewalks, curbs and planter strips is the continuing obligation of the adjacent property owner.

(K) *Intersection angles.* Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:

(1) Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;

(2) Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and

(3) Right-of-way lines at intersections with arterial streets shall have a corner radius of not less than 20 feet.

(L) *Existing rights-of-way.* Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development.

(M) *Cul-de-sacs.* A dead-end street shall be no more than 200 feet long, shall not provide access to greater than four dwelling units, and shall only be used when environmental or topographical constraints, existing development patterns or compliance with other standards in this chapter preclude street extension and through circulation.

(1) All cul-de-sacs shall terminate with a circular or hammer-head turnaround. Circular turnarounds shall have a radius of no less than 30 feet, and not more than a radius of 40 feet (i.e., from center to edge of pavement); except that turnarounds may be larger when they contain a landscaped island or parking bay in their center. When an island or parking bay is provided, there shall be a fire apparatus lane of 20 feet in width; and

(2) The length of the cul-de-sac shall be measured along the centerline of the roadway from the nearside of the intersecting street to the farthest point of the cul-de-sac.

(N) *Grades and curves.* Grades shall not exceed 10% on arterial, 12% on collector streets or 12% on any other street (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet), and:

(1) Centerline curve radii shall not be less than 700 feet on arterial, 500 feet on major collectors, 350 feet on minor collectors or 100 feet on other streets; and

(2) Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging 5% or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.

(O) *Curbs, curb cuts, ramps and driveway approaches.* Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with the most recent ODOT/APWA standards and meet the standards shown in §§ 95.30 through 95.33.

(P) *Alleys, public or private.* Alleys shall conform to the standards in the table above. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.

(Q) *Private streets.* Private streets shall not be used to avoid connections with public streets. Design standards for private streets shall conform to the provisions of the table above.

(R) *Street names.* No street name shall be used which will duplicate or be confused with the names or existing streets in the city, except for extensions of existing streets. Street names, signs and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers.

(S) *Survey monuments.* Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

(T) *Street signs.* The city, county or state jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

(U) *Mail boxes.* Plans for mail boxes to be used shall be approved by the United States Postal Service.

(V) *Street light standards.* Street lights shall installed in accordance with city standards.

(W) *Street cross-sections.* The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the City Engineer.

(1) Sub-base and leveling course shall be of select crushed rock;

(2) Surface material shall be of Class C or B asphaltic concrete;



(3) The final lift shall be Class C asphaltic concrete as defined by the most recent ODOT/APWA standard specifications; and

(4) No lift shall be less than one and one-half inches in thickness.

(Ord. 223, passed 11-18-2004)

## CHAPTER 153: SUBDIVISION REGULATIONS

### § 153.14 SHARED PRIVATE DRIVES.

When the size and shape of the lot makes separate drives impossible, the ~~Director~~ Planning Commission may approve shared drives when the following conditions are met:

(A) The private drive does not serve more than six ~~dwelling units~~ tax lots.

(B) A homeowner's association, or other mechanism found acceptable to the ~~Director~~ Planning Commission, is created to maintain the drive.

(C) All utilities, except the private drive, shall have separate connections to the public system, or if shared utilities are allowed; an access agreement shall be secured to allow public access on the drive for operation and maintenance of the utilities.

(D) Any utilities or facilities shared by two or more property owners shall meet established city standards.

(E) Shared private drives shall have street signs that read, "Private Drive, Not City Maintained". Signage shall be the responsibility of the private land owners and not the City.

(F) Shared private drives shall be constructed to City Street Standards as outlined in Section 95.61, Table 6.B.1. Pre-existing shared private drives shall not be required to meet City Standards regarding surfacing.

(G) The City of Shady Cove shall not be responsible for maintenance of shared private drives or related private improvements such as catch basins, culverts, or ditches.

(H) Partitions which propose access to newly created lots via pre-existing shared private drives shall only be approved if the pre-existing shared private drive is brought up to City street standards as outlined in section 95.61, Table 6.B.1.

(Ord. 224, passed 12-2-2004)