

ORDINANCE NO. 4573

An Ordinance amending Ordinance 3702 and Comprehensive Plan Policies 91.00, 118.00 and 122.00 by revising the City's street standards.

RECITALS:

The McMinnville Planning Department's list of Council approved long range planning goals ranked the study of existing proposed city street standards as a priority item. Completion of this project will address the portion of the Transportation Master Plan which was not included in adoption of the Plan through the adoption of Resolution No. 1992-40. A workshop was held on March 31, 1994 with affected departments and service providers to discuss the idea of modifying our current street standards. These comments were incorporated into a recommendation which was then brought before the Citizen's Advisory Committee (CAC). The CAC met and reviewed this proposal and has recommended that the modifications be approved as proposed. Three street standard workshops were held by the Planning Commission in addition to a joint workshop which was held by the Commission and Council. Recommended modifications were incorporated throughout the review process. The Planning Commission has reviewed this proposal and has recommended approval.

The following amendments are appropriate and desirable to modify the City's street standards; now, therefore,

THE CITY OF MCMINNVILLE ORDAINS AS FOLLOWS:

Section 1. That Section 30(b) of Ordinance No. 3702 be amended to read as follows:

(b) Right-of-way and street widths. The width of rights-of-way and streets shall be adequate to fulfill city specifications as provided in Section 38 of this ordinance. Unless otherwise approved, the width of rights-of-way and streets shall be as shown in the following table:

<u>Type of Street</u>	<u>Minimum Right of Way^{a,b}</u>	<u>Street Width Measured (curb to curb)^b</u>	<u>Design Capacity</u>
Major arterials with bikeways	104 feet	74 feet	32,000 and greater
Minor arterials with bikeways	100 feet	50 feet	32,000
Major collectors with bikeways	78 feet	48 feet	10,000
Minor collectors with bikeways	70 feet	46 feet	3,000
Minor collectors without bikeways	60 feet	36 feet	3,000
Local commercial and industrial streets	Varies ^c	Varies ^c	-
Local residential streets	50 feet	26 ^d feet	1,200

Residential cul-de-sac streets not extending over 400' in length	44 feet	20 ^d feet	200
Eyebrows shall have a maximum length of 125', serving no more than 3 dwelling units	36 feet	20 ^e feet	30
Radius for residential cul-de-sac bulb	45 feet	33 ^f feet	-
Radius for commercial and industrial cul-de-sac bulb	Varies ^c	Varies ^c	-
Radius for end of eyebrow	18 feet	10 ^g feet	-
Alley	20 feet	20 feet	-

- a. Exclusive of side slope easement which may be required in addition for cuts and fills in rough terrain.
- b. The right-of-way and street width may be varied after consideration of the unique characteristics of the land including geography, topography, unique vegetation and its relation to land developments already present or proposed in the area.
- c. The right-of-way, street width, improvement standards, turnaround radius of commercial/industrial cul-de-sacs and streets shall be dependent upon the types of vehicle traffic to be served.
- d. Intersection curb radii shall be no less than 25 feet. On-street parking shall not be permitted within a 30 foot distance of street intersections measured from the terminus of the curb return. Where such a local residential street intersects an arterial, parking along the local street shall not be permitted within a 60 foot distance of the intersection measured from the terminus of the curb return. The developer shall be responsible for the provision and installation of "No Parking" signs as approved by the City Engineering Department.
- e. Sidewalks and planting strips shall not be required along eyebrows.
- f. For cul-de-sacs greater than 300 feet in length fire hydrants may be required to be installed at the end of the bulb and appropriately spaced along the throat of the cul-de-sac as determined by the McMinnville Fire Department.
- g. On-street parking shall not be permitted along the radius of the eyebrow.

* Design capacity of streets is based on a seven-day average of daily trips (ADT).

Section 2. That Section 30(o) of Ordinance No. 3702 be amended to read as follows:

(o) Eyebrows. Where conditions do not warrant the use of cul-de-sacs and the land available in the proposed plan does not allow for a discontinuous minor street extension and where there are no more than three (3) dwelling units proposed to take access, the City Engineer or Planning Director may allow eyebrows. Eyebrows shall be limited to a maximum length of 125 feet, when measured from the main street right-of-way from which the eyebrow takes

access. The City Engineer or Planning Director may allow less than that required in (d) above, after taking into consideration the effects upon traffic flows. The right-of-way width shall be thirty-six (36) feet, with a paved ten (10) foot curb to curb radius at the terminus. Sidewalks shall not be installed within eyebrows without additional right-of-way dedication;

Section 3. That Section 30(q) of Ordinance No. 3702 be amended to read as follows:

(q) Bikeways. Provisions shall be made for bikeways planned along arterial and collector streets and where shown on the Bikeway Master Plan. Arterial streets shall be designed to be wide enough to accommodate a six-foot wide bike lane adjacent to each outside traffic lane. All major collector and some minor collector streets (dependant upon available right-of-way) shall be designed so that five-foot wide bike lanes may be striped in the future. Where a proposed development abuts a collector street less than 44 feet in width, the Planning Commission may require that on-street parking be restricted to one side of the street only or that the deed(s) of the lot(s) adjacent to the street show that on-street parking will be eliminated in the future for bikeway development.

Section 4. That Section 30(r) shall be added to Ordinance No. 3702 and shall read as follows:

(r) Residential Collector Spacing. Generally, residential collector or arterial streets should be spaced no more than 1,800 feet from each other unless it is determined otherwise after consideration of the unique characteristics of the land including geography, topography, unique vegetation and the relation of the site to developments already present or proposed in the area.

Section 5. That Section 30(s) shall be added to Ordinance No. 3702 and shall read as follows:

(s) Sidewalks. Along arterials and along major collectors with bikeways in commercial areas, sidewalks shall be eight feet in width or, where less than eight feet of right-of-way is available, shall extend to the property line and be located adjacent to the curb. Sidewalks in all other locations shall be five feet in width and be placed one foot from the right-of-way line. Sidewalks adjacent to a cul-de-sac bulb shall be located adjacent to the curb.

Section 6. That Section 30(t) shall be added to Ordinance No. 3702 and shall read as follows:

(t) Park strips. Park strips shall be provided between the curb and sidewalk along both sides of all streets except arterials, major collectors with bikeways, and cul-de-sac bulbs. Street trees shall be planted and maintained within the park strip as specified in the McMinnville Street Tree Ordinance.

Section 7. That McMinnville Comprehensive Plan Policy 91.00, as adopted by Ordinance No. 4125, shall be amended to read as follows:

91.00 Multiple-family housing developments, including condominiums, boarding houses, lodging houses, rooming houses but excluding campus living quarters, shall be required to access off of arterials or collectors or

streets determined by the City to have sufficient traffic carrying capacities to accommodate the proposed development.

Section 8. That McMinnville Comprehensive Plan Policy 118.00, as adopted by Ordinance No. 4125, shall be amended to read as follows:

8. Connectivity of local residential streets shall be encouraged. Residential cul-de-sac streets shall be discouraged where opportunities for through streets exist.

Section 9. That McMinnville Comprehensive Plan Policy 122.00 (2), as adopted by Ordinance No. 4125, shall be amended to read as follows:

-As far as is practical, residential collector streets should be no further than 1,800 feet apart in order to facilitate a grid pattern of collector streets in residential areas.

Section 10. That this ordinance shall be subject to the terms and conditions of Ordinance No. 3823, entitled "Initiative and Referendum," for a period of thirty days.

Passed by the Council this 8th day of November 1994, by the following votes:

Ayes: Kirchner, Olson, Payne, Tomcho, Windle

Nays: _____

Approved this 8th day of November 1994.

MAYOR *Edward J. Tomcho*

Attest: _____

RECORDER *Conle M. Benedic*