

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

1. Purpose. The purpose of this Section is to:

- A. Carry out the Comprehensive Plan with respect to public works design and street development standards and policies. This includes:
 - 1) Provision of an adequate area in all public rights-of-way for sidewalks, sanitary sewers, storm sewers, water lines, natural gas lines, power lines and other utilities commonly and appropriately placed in such rights-of-way;
 - 2) Provision for the drainage of surface water from all residential, commercial and industrial development; to minimize erosion; to reduce degradation of water quality due to sediments and pollutants in storm water runoff.
- B. Insure that natural features of the landscape, such as landforms, natural drainage ways, trees and wooded areas, are preserved as much as possible and protected during construction.
- C. Promote energy conservation and efficiency in development through site planning and landscaping.
- D. Promote and maintain healthy environments and minimize development impacts upon surrounding properties and neighborhoods.
- E. Provide for safe, efficient, and convenient vehicular movement in the City of Tillamook; to provide adequate access to all proposed developments in the City of Tillamook.
- F. Provide adequate services and facilities appropriate to the scale and type of development.

2. Scope. The provisions of this Section shall be applicable to:

- A. The creation, dedication or construction of all new public or private streets in all subdivisions, partitions or other developments in the City of Tillamook
- B. The extension or widening of existing public or private street rights-of-way, easements, or street improvements including those which may be proposed by an individual or the City, or which may be required by the City in association with other development approvals.
- C. The construction or modification of any utilities or sidewalks in public rights-of-way or private street easements.
- D. The planting of any street trees or other landscape materials in public rights-of-way.
- E. The provisions of this Section shall apply to all new residential land partitions and subdivisions, planned unit developments, multi-family developments, commercial developments, and industrial development; and to the reconstruction or expansion of such developments.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

3. Types of Development Requiring Standards.

- A. The standards set forth in this section shall apply to major and minor partitions; subdivisions; planned unit developments; commercial and industrial site development; single family dwellings, duplexes, multi-family dwellings and multiple use structure development.
- B. The application of these standards to a particular development shall be modified as follows:
 - 1) Development standards, which are unique to a particular use, or special use, shall be set forth within the district or in that section governing the use.
 - 2) Those development standards which are unique to a particular district shall be set forth in the Section governing that district.

4. General Requirements. Before City Council, City Planning Commission, or City Staff approval, under site plan review, conditional use permit for planned unit developments; commercial and industrial site development, multi-family dwellings and multiple use structure development, land division of a final plat of a subdivision, final map of a major partition, single family dwelling, or duplex construction, the applicant shall either install required street improvements and repair existing streets and other existing public facilities damaged in the development of the property or execute and file with the City Manager, an agreement between himself/herself and the City, specifying the period within which required improvements and repairs shall be completed and providing that, if the work is not completed within that period specified, the City may complete the work and recover the full cost and expense, together with court costs and attorney fees necessary to collect said amount from the land developer. The agreement shall also provide the reimbursement of the City for the cost of inspection by the City of the improvements to be installed. The agreement may also provide for the construction and improvements to be completed in units and for an extension of time under the conditions therein specified. The following standards shall apply:

- A. Public Works Design Standards. All planned developments will comply with any applicable portions of the city public facilities standards. Construction of all public facility improvements shall be in accordance with the City of Tillamook Public Works Construction Standards adopted by Ordinance #1160 on March 20, 2000, or as amended in the future.

5. Application of Public Works Design Standards. Standards for the provision and utilization of public facilities or services available within the City of Tillamook shall apply to all land developments in accordance with the following table of reference. No development permit shall be approved unless the following improvements are provided prior to occupancy or operation.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

Public Facilities Improvement Requirements Table							
	<u>Fire Hydrant</u>	<u>Street Improvements</u>	<u>Water Hookup</u>	<u>Sewer Hookup</u>	<u>Storm Drainage</u>	<u>Street Lights</u>	
Single Family Dwelling & Duplex	No	C-2	Yes	Yes	Yes	No	
Multi-family Dwelling	Yes	Yes	Yes	Yes	Yes	Yes	
New Commercial Building	Yes	Yes	Yes	Yes	Yes	Yes	
Commercial Expansion	C-1	C-3	Yes	Yes	Yes	Yes	
New Industrial Building	Yes	Yes	Yes	Yes	Yes	Yes	
Industrial Expansion	C-1	C-3	Yes	Yes	Yes	Yes	
Major & Minor Partition, Subdivisions, PUD, and Manufactured Home Park	Yes	Yes	Yes	Yes	Yes	Yes	

Legend: **No** = Not required; **Yes** Required;
 C = Conditional, as noted:
C-1. Fire Hydrants for Commercial or Industrial Expansions
 One or more fire hydrants are required when the total floor area of a new or expanded building exceeds 2,500 square feet, or the proposed use is classified as Hazardous (H) in the Uniform Building Code c Uniform Fire Code.
C-2. Street Improvements for Single Family Dwellings & Duplexes
 New single-family dwellings & duplexes, which require a street extension, must provide street improvements to City street standards.
C-3. Street Improvements for Commercial or Industrial Expansions
 Lots fronting on County roads must obtain access permits from the Tillamook County Public Works Department.
 The City will require improvement to full City standards when the use meets any of the following criteria:
 a. The use generates an average of 100+ trips per day per 1000 gross square feet of building as documented in the Trip Generation Manual of the Institute of Transportation Engineers or other qualified source; or
 b. The use includes daily shipping and delivery trips by vehicles over 20,000 pounds gross vehicle weight.

6. Street Standards.

A. General Provisions. The following provisions shall apply to the dedication, construction, improvement or other development of all public streets in the City of Tillamook.

1. The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets.
2. Development proposals shall provide for the continuation of existing principal streets where necessary to promote appropriate traffic circulation in the vicinity of the development.
3. **Alignment:** All streets other than minor streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuation of the centerlines- thereof. The staggering of street alignments resulting in "T" intersections shall, wherever practical, leave a minimum distance of 200 feet between the center lines of streets having approximately the same direction and otherwise shall not be less than 100 feet.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

4. Future extension of streets: Where necessary to give access to or permit a satisfactory future development of adjoining land, streets shall be extended to the boundary of a tract being developed and the resulting dead-end streets may be approved without turnarounds. Reserve strips and street plugs may be required to preserve the objectives of street extensions. Section 5 of the Transportation System Plan identifies locations for future streets or roadways and should be used as a reference when extending streets.
5. Intersection angles: Streets shall be laid out to intersect at angles as near to right angles as practical, except where topography requires lesser angles. Intersections of less than 60 degrees shall require special intersection designs. Streets shall have at least 50 feet of tangent adjacent to intersections unless topography requires lesser distances. Intersections, which are not at right angles, shall have minimum corner radii of 15 feet. Major arterial intersections shall have curb radii of not less than 35 feet. Other street intersections shall have curb radii of not less than 20 feet.
6. Existing Streets: Whenever existing public streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision, partitioning, or development.
7. Half-Streets: Half-streets, while generally not acceptable, may be approved where essential to the reasonable development of an area and when the Planning Commission finds it to be practical to require the dedication of the other half when the adjoining property is developed. Whenever a half-street is adjacent to a tract to be developed, the other half of the street shall be dedicated. Reserve strips and street plugs may be required to preserve the objectives of half-streets.
8. Cul-de-sac.
 - a. Cul-de-sacs shall only be allowed when one or more of the following conditions exist:
 - Physical or topographic conditions make a street connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes (greater than 20% grade) wetlands or other bodies or water where a connection could not reasonably be provided.
 - Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or
 - Where streets would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of the date of adoption of the City's Transportation System Plan, which precluded a required street connection.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

- b. Cul-de-sacs shall have maximum lengths of 600 feet. All cul-de-sacs shall terminate with circular turnarounds.
 - c. Cul-de-sacs or dead end hammerhead streets shall be connected with walking or bicycle paths in accordance with Section 5, Pedestrian and Bicycle Access and Circulation.
9. Street Names/Addressing: Street names and address numbers shall conform to the established pattern in the City and shall be subject to the approval of the Planning Commission.
 10. Grades and Curves: Grades shall not exceed 7 percent on arterials, 10 percent on collector streets or 15 percent on any other street. Street grades of 15 percent shall not exceed 200 feet in length. To provide for adequate drainage, all streets shall have a minimum slope of 0.5 percent. On arterials there shall be a tangent of not less than 100 feet between reversed curves.
 11. Marginal Access Streets: If a development abuts or contains an existing or proposed arterial street, the Planning Commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a non-access reservation along the rear or side property line, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.
 12. Alleys: Alleys shall be provided in commercial and industrial districts unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the Planning Commission. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have radii of not less than 10 feet.
 13. Clear Vision Areas: Clear vision areas shall be maintained on corner lots at the intersection of all public streets and at the intersections of a public street with a private street, alley or drive which serves more than three parcels. No structure planting shall be permitted within a clear vision area, which would impede visibility between a height of 3 feet and 10 feet above the curb grade of the intersecting streets.
- B. General Right-of-Way and Improvement Widths. The following standards are general criteria for public streets in the City of Tillamook. These standards shall be the minimum requirements for all streets, except where modifications are permitted in this section.

<u>Street Classification</u>	<u>Minimum Roadway Width</u>	<u>Minimum R.O.W. –</u>
Alleys	12 feet	15 feet
2 Lane Arterial Road/Truck Routes	54 feet	52-94 feet
Collector	36 to 44 feet	48 to 68 feet
Private Streets (up to 900' in length)	18 feet	25 feet
Local Streets	38 feet	48 to 58 feet
Alternative Local Road	20 feet	30 to 40 feet

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

The following standards are general criteria for cul-de-sacs and hammerhead turnarounds in the City of Tillamook:

	Minimum Roadway Width	Minimum R.O.W. –
Cul-de-sacs (up to 200' in length)	R =36 feet	R =45 feet
Cul-de-sacs (200'- 400' in length)	R =45 feet	R =50feet
Hammerhead Turnaround	20 feet	20 feet

Width to be determined by the Public Works Director based upon anticipated traffic volumes. Further details can be found in the City of Tillamook Public Works Construction Standards.

C. Modification of Right-of-Way and Improvement Width. The Planning Commission, pursuant to the review procedures of this section, may allow modification to the public street standards listed above, when both of the following criteria are satisfied:

- 1) The modification is necessary to provide design flexibility in instances where:
 - a. Unusual topographic conditions require a reduced width or grade separation of improved surfaces; or
 - b. Parcel shape or configuration precludes accessing a proposed development with a street which meets the full standards of this section; or
 - c. A modification is necessary to preserve trees or other natural features determined the Planning Commission, or City Manager Designate, to be significant to the aesthetic character of the area; or
 - d. A Planned Unit Development is proposed and the modification of street standards is necessary to provide greater privacy or aesthetic quality to the development.
- 2) Modification of the street standards of this subsection shall only be approved if the Planning Commission, or City Manager Designate, finds that the specific design proposed provides adequate vehicular access based on anticipated traffic volumes.

D. Construction Specifications. Public streets shall comply with the criteria of the most recently adopted public works construction specifications of the City of Tillamook.

E. Private Streets. Streets and other right-of-ways serving a subdivision or planned unit development that are not dedicated for public use shall comply with the following:

- 1) Private streets shall be allowed where the applicable criteria of this section are satisfied. Private streets shall have a minimum easement width of 25 feet and a minimum paved width of 18 feet.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

- 2) All private streets shall be constructed to the same cross-sectional specifications required for public streets. Provision for the maintenance of the street shall be provided in the form of a maintenance agreement, homeowners association, or other instrument acceptable to the City Attorney.

- 3) A turnaround shall be required for any private residential street which has only one outlet and which is in excess of 150 feet long. Non-residential private streets shall provide a turnaround if in excess of 200 feet long and having only one outlet. Turnarounds for private streets shall be either a circular turnaround with a minimum paved radius of 36 feet, or a "tee" or "hammerhead" turnaround with a minimum paved dimension across the "tee" of 20 feet.

- 4) The City may require provision for the dedication and future extension of a public street.

Table A

Street Classification	Minimum ROW	Minimum Roadway Width	Minimum Sidewalk Width (including curb)	Minimum Horizontal Radius at C.L.	Minimum Stopping Sight Distance
Cul-de-sac (up to 200' length)	R=45'	R=36'	4.5'	**	**
Cul-de-sac (>200' to 400' length)	R=50'	R=45'	4.5'	**	**
Private Street (up to 900' length)	25'	18'	4.5' (1 side)	**	**
Local Street	48' to 58'	48' to 58"	5'	**	**
Alternative Local Street	30' to 40'	30' to 40'	5'	**	**
Collector	60'	40'	5'	**	**
2 Lane Arterial Road/Truck Route	60'	44'	6'	**	**

** Design criteria to be based on design speed and guidelines in AASHTO: Policy on Geometric Design of Highways and Streets.

Table B

Street Classification	Design ADT
Cul-de-sac and private Street	0 to 500
Local Road	0 to 1,200
Alternative Local Road	0 to 250
Collector	3,000
Two Lane Arterial Road	3,000
Commercial-Industrial	1,000 to 3,000

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

F. Partition Access Easements. A private access easement created as the result of an approved partitioning shall conform to the following.

1) Partition access easements shall only be allowed where the applicable criteria of this section are satisfied. The easement shall comply with the following standards:

- a. Minimum width: 25 feet
- b. Minimum paved width: 20 feet
- c. Maximum length: 250 feet
- d. No more than 4 dwelling units shall have direct access to the easement

2) All access easements serving more than two dwelling units shall be constructed to the same cross-sectional specifications required for public streets. Provision for the maintenance of the street shall be provided in the form of a maintenance agreement, homeowners association, or other instrument acceptable to the City Attorney.

3) A turnaround shall be required for any access easement which has only one outlet and which is in excess of 150 feet long. Turnarounds shall be either a circular turnaround with a minimum paved radius of 36 feet, or a tee" or "hammerhead" turnaround with a minimum paved dimension across the "tee" of 20 feet.

4) All private access easements shall be designated as fire lanes and signed for no parking.

7. Storm Drainage.

A. Plan for Storm Drainage and Erosion Control.

1) No construction of any facilities in a development shall be permitted until a storm drainage and erosion control plan for the project is prepared by an engineer registered in the State of Oregon and approved by the City. This plan shall contain at a minimum:

- a. The methods to be used to minimize the amount of runoff, filtration, and pollution created from the development both during and after construction.
- b. Plans for the construction of storm sewers, open drainage channels and other facilities which depict line sizes, profiles, construction specifications and other such information as is necessary for the City to review the adequacy of the storm drainage plans.
- c. Calculations used by the engineer in sizing storm drainage facilities.

2) General Standards: all development shall be planned, designed, constructed and maintained to:

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

- a. Protect and preserve existing natural drainage channels to the maximum practicable extent;
 - b. Protect development from flood hazards;
 - c. Provide a system by which water within the development will be controlled without causing damage or harm to the natural environment, or to property or persons within the drainage basin;
 - d. Assure that waters drained from the development are substantially free of pollutants, through such construction and drainage techniques as sedimentation ponds, reseeded, pleasing of grading;
 - e. Assure that waters are drained from the development in such a manner that will not cause erosion to any greater extent than would occur in the absence of development;
 - f. Provide dry wells, French drains, or similar methods, as necessary to supplement storm drainage systems;
 - g. Avoid placement of surface detention or retention facilities in road rights-of-way. degradation, the City may require the watercourse to be bridged or spanned.
- 3) In the event a development or any part thereof is traversed by any watercourse, channel, stream or creek, gulch or other natural drainage channel, adequate easements for storm drainage purposes shall be provided to the City. This does not imply maintenance by the City.
 - 4) Channel obstructions are not allowed except as approved for the creation of detention or retention facilities approved under the provisions of this Ordinance. Fences with swing gates may be utilized.
 - 5) Prior to acceptance of a storm sewer system by the City, the storm sewers shall be flushed and inspected by the City. All costs shall be born by the developer.

8. Utility Lines and Facilities.

A. Standards.

- 1) The location, design, installation and maintenance of all utility lines and facilities shall be carried out with minimum feasible disturbances of soil and site.
- 2) All development, which has a need for water service, shall install water facilities and grant necessary easements pursuant to the requirements of the City.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

- 3) All development, which has a need for electricity, gas and communications services shall install them pursuant to the requirements of the district or company serving the development. Except where otherwise prohibited by the utility district or company, all such facilities shall be underground.
 - 4) All development, which has a need for public/private sanitary sewers, shall install the facilities pursuant to the requirements of the city. Installation of such facilities shall be coordinated with the extension of necessary water services and storm drainage facilities.
 - 5) All land divisions or other development requiring subsurface disposal systems shall be prohibited except for:
 - a. Development of land divisions in the Mutual Interest Area shall conform to the requirements of that district.requirement5 of that district.
 - b. Parcels which have unique topographic or other natural features, which make sewer extension impractical as, determined on a case-by case basis.
 - 6) All developments proposing sub-surface sewage disposal shall receive approval for the system from the City of Tillamook. Said systems shall be installed pursuant to ORS 454.605 and 454.745 and Chapters 171, 523 and 828, and the Oregon Administrative Rules 340, Division 7
- B. Utility Easements. Easements for sewers, drainage, water mains, public utility installations, including overhead or underground systems, and other like public purposes, shall be dedicated, reserved or granted by the land divider in widths not less than five feet on each side of rear lots or parcel lines, alongside lot or parcel lines and in planting strips wherever necessary, of lesser width as approved by the City.
9. Building Sites.
- A. Size and Shape. The size, shape, width and orientation of building sites shall be appropriate for the type of development and use contemplated, and shall be consistent with the residential lot size provisions of the Zoning Ordinance.
 - B. Access. Each lot and parcel shall abut upon a street other than an alley for a width of at least 50 feet.
 - C. Through lots and Parcels. Through lots and parcels shall be avoided except where they are essential to provide separation of residential development from major arterial or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

- D. Lot and Parcel Side Lines. The lines of lots and parcels, as far as practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall radial to the curve.
 - E. Large Building Sites. In dividing tracts into large lots or parcels which at some future time are likely to be redivided, the Planning Commission may require that the blocks be of such size and shape, be so divided into building sites and contain such site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size.
10. Site and Building Design: In each of the City of Tillamook zone districts, the following site and building design standards are required.
- A. Parking lots are located at the side or rear of (or under) buildings for reduced interrupted pedestrian circulation and safety and site appearance.
 - B. Garages accessed by the alley may be provided for attached housing, duplexes, triplexes, and fourplexes to reduce the dominance of the garage and automobile presence on the property, and improve attractive and pedestrian-friendly streetscapes.
 - C. Buildings and their entrances shall be oriented towards the street for pedestrian circulation, safety and crime prevention.
 - D. Alleys are encouraged in new development. Alleys may be provided under recorded access easements and do not count against required minimum lot area.
 - E. Address numbers on buildings are oriented towards the street for clear identification of the building.
11. Blocks
- A. Maximum Block Size. In commercial - Neighborhood Commercial (C-N), Town Center (TC), and Central Commercial (C-C), the maximum block length shall be 500 ft. In all other zones, block length shall not exceed 800 feet between street corner lines of rectilinear developments unless it is adjacent to an arterial street or unless the topography of the location of adjoining streets justified as exception. Along arterial street, the maximum block length shall be 1,800 feet.
 - B. Minimum Block size along Arterial streets. The recommended minimum length of blocks along an arterial street is 1,000 feet. A block shall have sufficient width to provide for two tiers of building sites unless topography or the location of adjoining streets justifies an exception.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

Standards and Specifications, Figure A, Arterial Road Cross Section

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

Standards and Specifications, Figure B, Collector Road Cross Section

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

Standards and Specifications, Figure C, Local Road Cross Section

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

Standards and Specifications, Figure D, Alternative Local Road Cross Section

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

12. Land for Public Purposes.

- A. The City Planning Commission or City Manager Designate, in an expedited land division, may require the reservation for public acquisition, at a cost not to exceed acreage values in the area prior to subdivision, or appropriate areas within the subdivision for a period not to exceed one year providing the city has an interest or has been advised of interest on the part of the state highway commission, school district or other public agency to acquire a portion of the area within the proposed subdivision for a public purpose, including substantial assurance that positive steps will be taken in the reasonable future for the acquisition.

13. Standards for Improvements. In addition to other requirements, all improvements shall conform to the requirements of this Ordinance and any other improvement standards or specifications adopted by the city, and shall be installed in accordance with the following procedure:

- A. Improvement work including excavation, clearing of trees or other work shall not be commenced until plans have been checked for adequacy and approved by the city. To the extent necessary for evaluation of the proposal, the plans may be required before approval of the tentative plan of a subdivision or partition. All plans shall be prepared in accordance with requirements of the city.
- B. Improvement work shall not be commenced until the city has been notified in advance, and if work has been discontinued for any reason it shall not be resumed until the city has been notified.
- C. All required improvements shall be constructed under the inspection, and to the satisfaction, of the city. The city may require changes in typical section and details if unusual conditions arise during construction, which warrant such change in the interests of the city.
- D. All underground utilities, sanitary sewers and storm drains installed in streets shall be constructed prior to the surfacing of such streets. Stubs for service connections for all underground utilities and sanitary sewers shall be placed to such length as will obviate the necessity for disturbing the street improvements when service connections are made.
- E. A map showing all public improvements as built shall be filed with the City Recorder upon completion of the improvements.

14. Improvement Requirements.

Improvements to be installed at the expense of the applicant or land owner and at the time of subdivision or partition:

- A. Streets. Public streets, including alleys, within the subdivision and public streets adjacent but only partially within the Subdivision shall be improved. Upon completion of the street improvement, monuments shall be re-established and protected in monument boxes at every public street intersection and all points of curvature and points of tangency on their center lines.
- B. Drainage System. If any portion of any land proposed for development is subject to flood hazard, poor drainage, or geologic hazards an adequate system of drainage must be provided, and may include storm drains, retention ponds, dikes, or pumps.
- C. Structures. Structures specified as necessary by the city for drainage, access and public safety, shall be installed.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

- D. Sidewalks. Sidewalks shall be installed to conform to city standards unless a variance has been granted by the City Council.
- E. Sewers. Sanitary sewer facilities connecting with the existing city sewer system and storm water sewers, of design, layout and location approved by the Tillamook City Public Works Design Standards shall be installed.
- F. Water. Water mains and fire hydrants of design, layout and location approved by the city shall be installed.
- G. Street Lighting. Street lighting of an approved type shall be installed on all streets at locations approved by the city.
- H. Street Name Signs. All streets shall be legibly marked with street names signs not less than two (2) in number at each intersection, according to specifications furnished by the city.
- I. Improvements of Easements. Whenever the safety of adjoining property may demand, any easement for drainage or flood control purposes shall be improved in a manner approved by the city.
- J. Underground Utilities. All utilities shall be installed underground, if determined to be economically feasible, upon review by the Planning Commission.

15. Monuments.

- A. In addition to requirements of state law and other provisions of this Ordinance, permanent monuments of a type approved by the city shall be set in the following locations:
 - 1. At each boundary corner of the subdivision, at the beginning and end of the property line curves and at any other points required by the city.
 - 2. At intersections of street center line tangents or offsets therefrom, and where such intersect on private property, at the beginning and end of the center line curve or offsets therefrom.
- B. Any required monument that is disturbed or destroyed before acceptance of all improvements shall be replaced by the applicant.
- C. Complete field notes in a form satisfactory to the city, showing references, ties, locations, elevations, and other necessary data relating to monuments and bench marks set in accordance with the requirements of this ordinance shall be submitted to the city, to be retained by the city as a permanent record.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

16. The following illustrations are provided for further description.

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

17. Access Management. Access shall be managed to maintain an adequate “level of service” and to maintain the “functional classification” of roadways as required by the City of Tillamook Transportation System Plan. Major roadways, including arterials, and collectors, serve as the primary system for moving people and goods within and through the city. “Access management” is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function.

The regulations in this section further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

- A. The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas shall not permit backing onto a public street.
- B. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are “options” to the developer/subdivider.
 - 1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, alley access is preferred.
 - 2. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., “shared driveway”). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.
 - 3. Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in Subsection 6, below.
- C. Subdivisions Fronting Onto an Arterial Street. New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

- D. Through Lots and Parcels. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the Open Space Land Use District (O District); Single Family Residential (R 7.5) and R-5.0); Multiple Use Residential (R-O); Neighborhood Commercial District (C-N); Highway Commercial District (C-H); Central Commercial District (C-C District); Town Center District (TC); Light Industrial (I-L); General Industrial (I-G) unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in these zones, a landscape buffer with trees and/or shrubs and ground cover not less than 20 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowner's association, etc.).
- E. Access Spacing: Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:
1. Local Streets. A minimum of 10 feet] separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e. streets not designated as collectors or arterials).
 2. Collector Streets. Access spacing on collector, and at controlled intersections (i.e. with four-way stop sign or traffic signal shall be 50 feet for a collector.
 3. Arterials. Access spacing on arterial streets, and at controlled intersections (i.e. with four-way stop sign or traffic signal shall be 100 feet. Access to Highway 101 shall be subject to the applicable standards and policies contained in the Oregon Highway Plan.
 4. Number of Access Points. For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted for two-family and three-family housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards in Subsection '6', above. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with Section I, below, in order to maintain the required access spacing, and minimize the number of access points.

18. Pedestrian and Bicycle Access and Circulation

- A. Purpose. The primary pedestrian and bicycle circulation plan is addressed in the City's adopted Transportation System Plan (TSP). The TSP provides for a Pedestrian System Plan and a Bicycle System Plan to ensure safe, direct and convenient pedestrian and bicycle circulation. New streets should be constructed to the standards specified in the TSP to allow for pedestrian and bicycle access. In cases where a new street is not practicable per

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

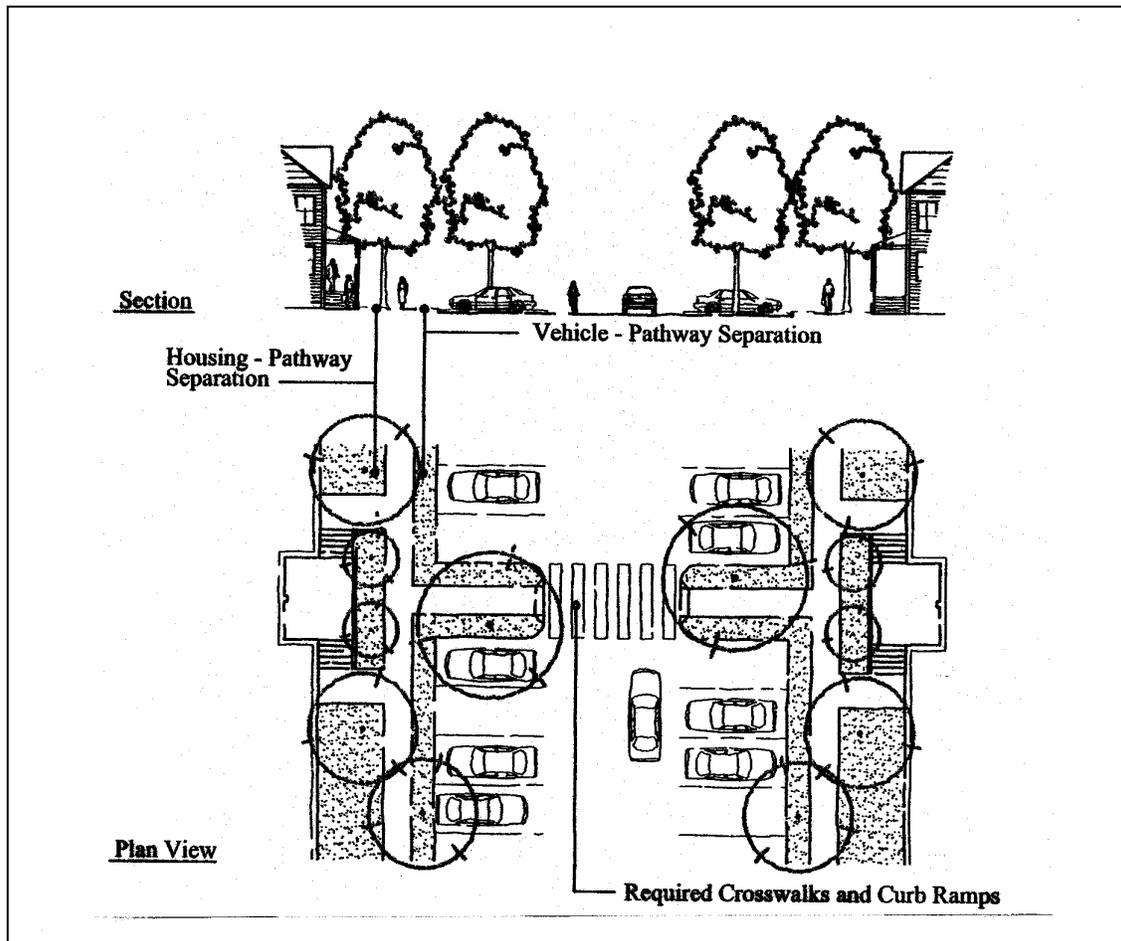
Section 22.1, new development, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in Subsections (a) and (b) below:

1. **Continuous Pathways.** The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 39, Streets, and the Standards and Specifications document for the City.
2. **Safe, Direct, and Convenient Pathways.** Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances, and all adjacent streets based on the following definitions:
 - a. **Reasonably direct.** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
 - b. **Safe and convenient.** Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
3. **Pathway connectivity.** Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 22.1, Street Standards. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments as per Section 22.1(8), Cul-de-Sacs. Pathways used to comply with these standards shall conform to all of the following criteria:
 - a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than 6 feet wide and located within a 10 foot right-of-way or easement that allows access for emergency vehicles;
 - b. If streets within a subdivision or neighborhood are lighted, pathways shall also be adequately lit;
 - c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep (greater than 20%);
 - d. The decision-maker may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection

SECTION 22.1 - GENERAL DEVELOPMENT STANDARDS

now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this Code prohibit the pathway connection

Figure 22.1-17 - Pathway Standards



4. Design and Construction. Pathways shall conform to all of the standards in a & b:
 - a. Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised 6 inches and curbed, or separated from the driveway/street by a 5-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.
 - b. Pathway Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least 6 feet wide, and shall conform to ADA requirements. Multi-use paths (i.e., for bicycles and pedestrians) shall be the same materials, at least 6 feet wide. (See also, City of Tillamook Street and Storm Drainage Design Standards Section 3.02, Walks, Ramps, Driveways and Curb Cuts.

(Added by Ordinance #1187, effective 12/03/03)