New Definitions (from TSP)

**Sharrows:** These are quiet slow streets that prioritize bicycles and automobiles. The shared lane marking (sharrows) indicate that bicycles and automobiles should share the lanes and are typically used when there is a sidewalk or other space allocated for people walking and to complete the bicycle network.

**On-Street Bike Lane:** On-Street Bike Lanes are part of the street that is designated for bicycle travel

but are not separated from vehicles by a vertical street buffer.

**Advisory Bike Lanes:** These are quiet slow streets that prioritize bicycles and pedestrians. A shoulder,

available for use by bicyclists and pedestrians, is delineated by striping allowing for vehicles to use the shoulder when no pedestrians or bicyclists are present to pass oncoming vehicles.

*Other new Definitions*

*Streets:*

*(a) Arterial street.* ~~Carries most of the traffic through or into the city; provides access to the most intensive areas of the city, such as downtown;~~ A street of considerable length which is primarily used to move large volumes of traffic through the city, and between the city and other destinations. (from Title IX, Chapter 92)

(b) Minor *Collector street. Directly d*istributes traffic from arterial streets into local streets.

~~and are intermediate in size, between arterial and residential streets;~~ (from TSP)

© Indirect *Collector street. Generally d*istributes traffic from Minor Collector streets into local streets (All me to describe streets like First, Third and Forth; TSP calls them local which is wrong according to Walt’s or Chapter 92 definitions)

(d) Local *~~Residential~~ street.* Serves as direct access to abutting properties and is ~~are~~ not intended to provide through traffic movements as do arterial and collector streets; Local is called Minor in Title IX, Chapter 92. (Local = TSP, Minor = Chapter 92, Residential = Walt)

(e) *Private street.* Serves 12 homes or less with no possibility of through traffic and with adequate turnarounds; street that is not intended, nor shall become a public street (This is Walt, but also mentioned in the TSP)

(e) *Driveway.* A private lane that shall not serve more than two residential units. (Walt)

~~Additional units may require the conversion of the driveway to a private street or alley.~~

SECTION 4.02 STREET STANDARDS

**Section** **4.02.01** **Purpose**

(A) To provide for safe, efficient, convenient multi-modal movement in the City of Wheeler.

(B) ~~To provide adequate access to all proposed developments in the City of Wheeler.~~ To implement the Nehalem Bay Transportation System Plan (TSP) recommendations for future streets and upgrades to present streets.

(C) To provide adequate area in all public rights-of-way for sidewalks, bikeways, sanitary sewers, storm sewers, water lines, natural gas lines, power lines, and other utilities commonly and appropriately placed in such rights-or-way.

(D) To provide adequate passageway - including turn arounds as required - for emergency vehicles. (Me although Walt has something similar later.)

**Section** **4.02.02** **General** **Provisions**

~~(A) General~~

~~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 land to be served by the streets.~~

~~2. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain.~~

~~3. Where location is not shown in a development plan, the arrangement of streets shall either:~~

~~(a) Provide for the continuation or appropriate projection of existing principal~~

~~streets in surrounding areas; or~~

~~(b) Conform to a plan for the neighborhood adopted by the City to meet a particular situation where topographical or other conditions make~~

~~continuance or conformance to existing streets impractical.~~

(B) Minimum rights-of-way widths*.*

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| 1. Street rights-of-way and improvements shall be the widths and standards listed in the Minimum Right-of-Way Widths Table below. |  |  |  |  |  |
| (Bad formatting but I don’t know how to fix. The table below is copied from Excel.) | | | |  |  |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| ***Minimum Right-of-Way Widths*** | | | | |  | |
| ***Classification*** | ***Total ROW Width*** | ***Pavement Width*** | ***Shoulder width*** | ***Sidewalks*** | ***Bikeways*** | |
| Arterial (Hwy 101) | 50' | 24' | 5' | 6' | See attached TSP Bikeways | |
| Minor Collector (TSP) | 50' | 22' | 5' | 6' |
| Indirect Collector (Collector in Chapter 92) | 50' | 22' | 5' | Not Required |
| Local (Minor in Chapter 92) | 50' | 20' | 3' | Not Required |
| Private street | 24' | 18' | Not Required | Not Required | Not Required | |
| Driveway | N/A | 10' \* | N/A | N/A | N/A | |
| **~~NOTES TO TABLE:~~** | | | | | |
| ~~\* Widths listed are minimum amounts for each lane and/or side.~~ Driveway must be paved from the street pavement edge extending 10' into the property of the driveway owner; additional length may be gravel. | | | | | |
| ~~\*\* Width listed is for a single lane.~~ | | | | | |
| Red = All Walt; Chapter 92 does not address | | | | | |
| Green = Chapter 92; generally less than Walt | | | | | |
| Blue = TSP; generally greater than Walt and not addressed in Chapter 92 | | | | | |

2. All other requirements related to streets shall be governed by the requirements in Title IX, Chapter 92 or its successor. (Me)

~~2. The width of a required right-of-way shall be determined by the city based upon, but not limited to, the following factors:~~

~~(a) Street classification, if any, listed within the Comprehensive Plan, Transportation Plan and/or this Article;~~

~~(b) Anticipated traffic generation; (c) On-street parking needs;~~

~~(d) Sidewalk and bikeway requirements based on anticipated level of use; (e) Requirements for placement of utilities;~~

~~(f) Street lighting;~~

~~(g) Minimize drainage, slope and sensitive lands impacts;~~

~~(h) Safety and comfort for motorists, bicyclists and pedestrians; (i) Access needs for emergency vehicles;~~

~~(j) Street furnishings (e.g., benches, lighting, bus shelters) when provided;~~

~~(k) Transition between different street widths (i.e., existing streets and new streets), as applicable; and~~

~~(l) Other relevant criteria.~~

~~3. Right-of-way classifications shall be construed to mean the following:~~

~~(a)~~ *~~Arterial street.~~* ~~Carries most of the traffic through or into the city; provides access to the most intensive areas of the city, such as downtown;~~

~~(b)~~ *~~Collector street.~~* ~~Distributes traffic from arterial streets into residential streets~~

~~and are intermediate in size, between arterial and residential streets;~~

~~(c)~~ *~~Residential street.~~* ~~Serves as direct access to abutting properties and are not intended to provide through traffic movements as do arterial and~~

~~collector streets;~~

~~(d)~~ *~~Private street.~~* ~~Serves 12 homes or less with no possibility of through traffic and with adequate turnarounds; street that is not intended, nor shall become a public street; and~~

~~(e)~~ *~~Driveway.~~* ~~A private lane that shall not serve more than two residential units.~~

~~Additional units may require the conversion of the driveway to a private street or alley.~~

~~(C) Alignment~~*~~.~~*

~~1. As far as is practical, streets other than minor streets shall be in alignment with existing streets by continuations of the centerlines thereof.~~

~~2. Staggered-street alignment resulting in “T” intersections shall leave a minimum~~

~~distance of 150 feet between the centerlines of streets having approximately the same direction.~~

~~(D) Future Street Extension~~*~~.~~* ~~Where necessary to give access to or permit a satisfactory future division of adjoining land, streets shall extend to the boundaries of the subdivision or partition if feasible and the resulting dead-end streets may be approved without a turn- around.~~

~~(E) Intersection Angles~~*~~.~~*

~~1. Streets shall intersect at angles as near to right angles as practical except where topography requires a lesser angle; but in no case shall the acute angle be less~~

~~than 80 degrees, unless there is a special intersection design or the corner radius~~

~~is increased to allow for safe turning.~~

~~2. An arterial or collector street intersecting with another street shall have at least 100 feet of tangent adjacent to the intersection unless topography or other unusual~~

~~circumstances requires a lesser distance.~~

~~3. Other streets, except alleys, shall have at least 50 feet of tangent adjacent to the intersection unless topography or other unusual circumstances requires a lesser distance.~~

~~4. Intersections which contain an acute angle of less than 80 degrees or which include an arterial street shall have a minimum corner radius sufficient to allow for~~

~~a roadway radius of 20 feet and maintain a uniform width between the roadway~~

~~and the right-of-way line.~~

~~5. Unless otherwise modified per Section 4.xx, the intersection of more than two streets at any one point will not be approved.~~

~~(F) Existing Streets~~*~~.~~* ~~Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of the land division.~~

~~(G) Half Streets~~*~~.~~*

~~1. Half streets shall be prohibited, except where essential to the reasonable development of the subdivision or partitions if they are in conformity with the other requirements of these regulations provided it will be practical to require the dedication of the other half when the adjoining property is divided.~~

~~2. Whenever a half street is adjacent to a tract to be divided, the other half of the street shall be platted within the tract.~~

~~(H) Grades and Curves~~*~~.~~*

~~1. Grades shall not exceed 6% on arterials, 10% on collector streets or 12% on other streets.~~

~~2. Centerline radii of curves shall be no less than 300 feet on major arterials, 200 feet on secondary arterials or 100 feet on other streets and shall be to an even ten feet.~~

~~3. Where existing conditions, particularly the topography, make it otherwise impractical to provide buildable sites, the City may accept steeper grades and~~

~~sharper curves.~~

~~4. In flat areas, allowance shall be made for finished street grades having a minimum slope of at least 0.5%.~~

(I) Street Names*.* All street names – public and private - shall be ~~approved~~ assigned by the City Manager for conformance with the established pattern and to avoid duplication and confusion. (present practice)

(J) Private Streets*.*

1. The design and improvement of any private street shall be subject to all requirements prescribed by ~~this Section~~ Title IX, Chapter 92 for ~~public~~ local (minor) streets.

2. A turn-around shall be required for any private street which is the sole access and

which is either in excess of 150 feet or which serves more than one dwelling. Turn- arounds shall comply with the design provisions of the applicable fire district.

3. ~~Private streets shall be named in accordance to provisions in item (I) above.~~

4. Provision for the maintenance of a private street shall be provided in the form of a maintenance agreement, home owners association, or ~~similar~~ other instrument acceptable to the City.  ~~The applicable document shall be recorded against the deed record of each parcel, and if appropriate, placed on the final partitioning plat.~~

(K) ~~Private Access Easement. A private access easement created as the result of an approved land division shall conform to the following.~~

~~1. No more than two dwelling units shall have their sole access to the easement.~~

~~Easements serving more than two homes shall comply with provisions for a private street.~~

~~2. The minimum easement width shall be 20-feet with a minimum paved width of 16-~~

~~feet. The surface width shall be improved with either asphalt or concrete for the entire length of the private access easement.~~

~~3. The maximum length shall be 200 feet.~~

~~4. A turn-around shall be required for any access easement which is the sole access and which is either in excess of 150 feet or which serves more than one dwelling.~~

~~Turn-arounds shall comply with the design provisions of the applicable fire district.~~

~~5. Provision for the maintenance of a private access driveway shall be provided in the form of a maintenance agreement, home owners association, or similar instrument acceptable to the City. The applicable document shall be recorded against the deed record of each parcel, and if appropriate, placed on the final partitioning plat.~~

~~6. All private access easements shall be designated as fire lanes and signed for "no parking."~~

**Section** **4.02.03** **Modification** **of** **Right-of-Way** **and** **Improvement** **Width**

The City may allow modification to the public street standards of Section 4 when **~~both~~** ~~of the following criteria are satisfied:~~

~~(A)~~ The modification provides adequate vehicular access based on anticipated traffic volumes and is necessary to provide design flexibility in instances where:

1. Unusual topographic conditions require a reduced width or grade separation of improved surfaces; or

2. Parcel shape or configuration precludes accessing a proposed development with a street which meets the full standards of this Chapter; or

3. A modification is necessary to preserve trees or other natural features determined by the City to be significant to the aesthetic character of the area.

~~(B) Modification of the standards of Section 4.xx shall only be approved if the City finds that the specific design proposed provides adequate vehicular access based on anticipated traffic volumes.~~

**~~Section~~****~~4.02.04~~****~~Construction~~****~~Specifications~~**

~~Construction specifications for all public streets shall comply with the criteria of the most recently adopted public works standards of the City of Wheeler.~~

**Section** **4.02.05** **Sidewalks**

~~Public sidewalk improvements are required for all property development in the City of Wheeler.~~

~~(A) Sidewalks may be deferred:~~

~~1. At the discretion of the City where future road or utility improvements are planned and expected to be completed within 10-years.~~

~~2. On property where a new dwelling is being constructed, there are no sidewalks existing on properties on either side, and no elevations or profiles have been~~

~~established for future street or sidewalk improvements along the adjacent or the subject property’s frontage.~~

(B) Sidewalks shall be constructed within the street right-of-way. Sidewalk easements shall only be accepted where the City Engineer determines that full right-of-way acquisition is impractical.

(C) Sidewalks ~~shall~~ should connect to and align with existing sidewalks. Sidewalks may transition to another alignment as part of the approval process.

(D~~) Sidewalk’s width and location, including placement of any landscape strip, shall comply with the requirements of the City of Wheeler Public Works Department.~~

(E) Planter strips and the remaining right-of-way shall be landscaped and maintained as part of the front yard of abutting properties. Maintenance of sidewalks and planters shall be the continuing obligation of the abutting property owner.

(F~~) Mid-block Sidewalks. The City may require mid-block sidewalks for long blocks or to provide access to schools, parks shopping centers, public transportation stops, or other community services~~.

**Section** **4.02.06** **Bikeways**

Bikeways are required along Arterial and Minor Collector streets. Bikeways shall comply with the TSP and Public Works Department standards. ~~Developments adjoining existing or proposed bikeways shall include provisions for connection and extension of such bikeways through dedication of easements or rights-of-way.~~

**Section** **4.02.07** **Lots** **and** **Parcels** **Served** **by** **Private** **Streets** **or** **Easements**

The following shall apply to all lots and parcels that are accessed by either a private street:

(A) Lot and Parcel Size. The easement containing the private street shall be excluded from the lot or parcel size calculation.

(B) Setbacks**.** The line fronting along a private street shall be considered a property line.

Setbacks to the garage and home shall be measured from this line.

(C) Lot Depth and Width. Where required by the underlying zone, the lot width shall be measured along the easement boundary and the lot depth shall be measured from the easement boundary to the rear lot line.

**4.02.08** **Traffic** **Impact** **Analysis**

~~The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-00452(e) of the state Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities~~. The following provisions ~~also~~ establish when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a Traffic Impact Analysis; and who is qualified to prepare the analysis.

(A) When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:

1. A change in zoning or a plan amendment designation;

2. Operational or safety concerns documented in writing by a road authority;

3. An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more;

4. An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;

5. An increase in the use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day;

6. Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;

7. A change in internal traffic patterns that may cause safety concerns; or

8. A TIA required by ODOT pursuant to OAR 734-051.

(B) Traffic Impact Analysis Preparation. A professional engineer registered by the State of Oregon, in accordance with the requirements of the road authority, shall prepare the Traffic Impact Analysis.

