

Chapter 17.20: DESIGN STANDARDS

17.20.010 Principles of acceptability.

The subdivision shall be in conformity with any development plans and shall take into consideration any preliminary plans made in anticipation thereof. The subdivision shall conform to the requirements of state laws and the standards established by this title.

17.20.020 Streets-Generally.

All existing and planned streets shall be shown on development plans. The location, width, and grade of street 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.

17.20.030 Streets-Minimum right-of-way and roadway widths.

Unless otherwise shown, in a development plan, the width of streets and roadways in feet shall not be less than the following:

Table 2: Minimum Right-of-Way and Roadway Widths

Classification	Cross Section	Minimum Right-of-Way	Center Turn Lanes?	Travel Lanes	Bike Lanes?	Sidewalks?	On-Street Parking	Landscape Strip
Local	2 Lanes	50 Feet	No	Not Striped	No	5 Foot	Yes	Yes
Neighborhood Street Minor Collector	2 Lanes	50 Feet	No	12 Foot	No	5 Foot	Yes	No
Major Collector	2 Lanes	60 Feet	No	12 Foot	No	10 Foot	Yes	No
-Downtown	3 Lanes	60 Feet	Yes	12 Foot	6 Foot	5-8 Foot*	No	No
-Rest of the City								
Arterial								
-Downtown	2 Lanes	60 Feet	No	12 Foot	No	Yes	Yes	No
-Rest of City	3 Lanes	60 Feet	Yes	12 Foot	6 Foot	Yes	No	No
-Molalla Forest Rd. + Median	2 Lanes	60 Feet	Raised Median	12 Foot	6 Foot	Yes	No	No

*8 feet in C-1 and C-2 zones; 5 feet elsewhere

17.20.040 Streets-Reserve strips.

Reserve strips or street plugs controlling the access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in these cases they may be required. The control and disposal of the land composing such strips shall be placed within the jurisdiction of the City under conditions approved by the City Council.

17.20.050 Streets-Alignment.

All streets other than minor streets or cul-de-sacs, as far as practical, shall be in alignment with existing streets by continuations of the centerlines thereof. The staggering of street alignment resulting in "T" intersections shall leave a minimum distance of two hundred (200) feet between the centerlines of streets having approximately the same direction, and otherwise shall not be less than one hundred (100) feet.

17.20.060 Streets-Future extension.

Where necessary to give access to or permit a satisfactory future subdivision of adjoining land and to be consistent with the requirements of sections 17.12.050 through 17.12.070, streets shall be extended to the boundary of the subdivision.

- A. The resulting dead-end may be approved without a turnaround, if such extension is less than two hundred fifty (250) feet in length.
- B. Reserve strips and street plugs may be required to preserve the objectives of street extensions. No building permit shall be issued at the end of any street without prior approval of the Director.

17.20.070 Street-Intersection angles.

Streets shall be laid out to intersect at an angle as near to a right angle as practical, except where topography requires a lesser angle, but in no case less than sixty (60) degrees unless there is a special intersection design. Streets shall have at least fifty (50) feet of tangent adjacent to the intersection, unless topography requires a lesser distance.

17.20.080 Streets-Existing.

Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision.

17.20.090 Streets-Half-streets.

Half-streets, while generally not acceptable, may be approved where essential to the reasonable developments of the subdivision, when in conformity with the other requirements of these regulations and when it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half-street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of half-streets.

17.20.100 Streets-Cul-de-sac.

- A. Cul-de-sac shall be approved only when street connections are otherwise not possible due to topography or natural area constraints.
- B. A street terminating with a cul-de-sac shall be as short as possible, and shall have a maximum length of four hundred (400) feet, and serve no more than eighteen (18) single-family dwellings, if classified by the Director to be the final terminus of a street.
- C. The circular portion of the cul-de-sac shall have a minimum radius of fifty (50) feet or shall otherwise be approved by the Director.
- D. Parking in the circular portion shall be prohibited unless approved by the Director.
- E. If a street is projected to continue in a given area, then the Director or Hearings Officer may require a temporary cul-de-sac to be constructed.
- F. The temporary cul-de-sac or turnaround shall be constructed in any new subdivision in which the cul-de-sac street is over two hundred fifty (250) feet in length and extends to the property line. The construction standards for the area outside the projected curb line shall be as follows:
 - 1. The sub grade roadbed shall be graded and compacted;
 - 2. Two (2) inches of asphalt concrete shall be installed over the compacted sub grade;
 - 3. An asphalt concrete roll curb shall be provided around the perimeter of the turnaround;
 - 4. The cost of future curb extensions and a removal of a temporary turnaround shall be required of the developer in accordance with the following procedure:
 - a. The Director shall calculate cost of removal of a temporary turnaround and curb extension.
 - b. This cost of construction shall be deposited with the City Treasurer by the developer prior to the final plat being approved by the Director.
- G. After the above items are completed, the City shall then be responsible for the removal of the turnaround and the placement of the curb at the time the street is to be extended into the adjacent property.

- H. The temporary turnaround shall be indicated on the final plat as an easement to be vacated outside of the dedicated right-of-way when the street is extended into the adjacent property.
- I. The building setbacks for the areas abutting the temporary turnaround shall be computed from the projected extension of the street right-of-way.

17.20.110 Streets-Names.

No street name shall be used which will duplicate or be confused with the names of existing streets, except for extensions of existing streets. Street names and numbers shall conform to the established pattern in the City, and shall be subject to the approval of the City.

17.20.120 Streets-Grades and curves.

Grades shall not exceed seven (7%) percent on major or secondary arterials, ten (10%) percent on collector streets, or fifteen (15%) percent on any other street. In flat areas, allowance shall be made for finished street grades having a minimum slope of five-tenths (.05%) percent. Centerline radii of curves shall not be less than three hundred (300) feet on major arterials, two hundred (200) feet on secondary arterials, or one hundred (100) feet on other streets, and shall be to an even ten (10) feet. On arterials there shall be a tangent of not less than one hundred (100) feet between reversed curves.

17.20.130 Streets-Adjacent to railroad right-of-way.

Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way.

17.20.140 Streets-Access.

- A. Any subdivision or portion thereof proposed to have twenty-five (25) or more dwelling units shall be laid out with two (2) or more means of access to collector streets. Access to collector streets shall be by permanent dedicated public roadways built to city standards.

- B. Where a subdivision abuts or contains an existing or proposed arterial street, the Director 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 to afford separation of through and local traffic.

17.20.150 Streets-Alleys.

- A. 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 Director.
- B. While alley intersection and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than ten (10) feet.

17.20.160 Blocks-Generally.

The length, width, and shape of blocks shall be designed with due regard to providing adequate building sites for the use contemplated, consideration of needs for convenient access, circulation, control and safety of street traffic, and recognition of limitations and opportunities of topography.

17.20.170 Blocks-Sizes.

Blocks shall not exceed one thousand two hundred feet in length between street lines, except blocks adjacent to arterial streets or unless the previous adjacent layout or topographical conditions justify a variation. The recommended minimum distance between intersections on arterials is one thousand eight hundred (1,800) feet.

17.20.180 Blocks-Easement for utility lines.

Easements for sewers, drainage, water mains, electric lines, or other public utilities shall be dedicated wherever necessary. The easements shall be a minimum of twelve (12) feet in width and centered on interior lot lines except for guy wire tie-back easements, which shall be six (6) feet wide by twenty feet long along lot lines at change of direction points of easements.

17.20.190 Blocks-Easement for watercourses.

Where a subdivision is traversed by a watercourse such as a drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially to the lines of the watercourse, and such further widths as will be adequate for the purpose. Streets or parkways parallel to major watercourses may be required.

17.20.200 Blocks-Pedestrian ways.

In blocks over eight hundred (800) feet in length, a pedestrian way with a minimum width of ten (10) feet shall be provided through the middle of the block when desirable for public convenience. If unusual conditions require blocks longer than one thousand two hundred (1,200) feet, two (2) pedestrian ways may be required. When desirable for public convenience, pedestrian ways may be required to connect to cul-de-sac or to pass through unusually shaped blocks.

17.20.210 Lots-Size and shape.

Lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the type of development and use contemplated and shall meet the following conditions.

- A. The minimum dimension of a lot shall conform to that required in the subject zoning district.
- B. The square footage of a lot shall not be less than that allowed in the subject zoning district, with the following exception:
 - 1. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Director. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.
 - 2. Lots facing the circular end of a cul-de-sac shall have a minimum street frontage of forty (40) feet.

17.20.220 Lots-Access.

Each lot shall abut upon a public street.

17.20.230 Lots-Flag.

Flag lots shall not be created unless it is the only feasible way of developing property. Flag lots shall be subject to the following standards:

- A. The creation of a flag lot shall not conflict with a proposed street extension.
- B. Flag lots created on adjoining properties shall have adjoining access ways, but in no case shall more than two adjoining access ways be created.

- C. The location of flag lot access ways shall be subject to approval by the director. The director may disapprove the location of any flag lot access way which is not consistent with the requirements of the Comprehensive Plan, City ordinances and standards, or which could create a traffic hazard.
- D. No more than eight dwelling units may be located on a flag lot.
- E. Access ways shall meet the following requirements:

TABLE 3: MINIMUM ACCESS WAY AND IMPROVEMENT WIDTHS

<i>Number of Lots or Units:</i>	<i>Minimum Access way Width</i>	<i>Minimum Improvement Width</i>
1 flag lot, with an access way serving 1 or 2 dwelling units:	20 feet	16 feet
1 flag lot, with an access way serving 3 - 8 dwelling units:	24 feet	20 feet
2 flag lots with adjoining access ways, each serving 1 dwelling unit:	20 feet	16 feet
2 flag lots with adjoining access ways, each serving a total of 2 – 8 dwelling units:	24 feet	20 feet

1. Access ways shall be paved with a minimum of two (2) inch asphalt surfacing and four (4) inches of crush rock base.
 2. Access ways shall be contoured to meet the existing ground level.
 3. The access way shall be for access for a lot(s) and shall not be included as part of the minimum area required for the lot.
 4. Access ways shall not be extended more than one hundred fifty (150) feet unless written approval for a longer access way is obtained from the Fire Chief.
- F. The Director may require other requirements necessary to carry out the intent of this title and the Comprehensive Plan.

17.20.240 Lots-Access ways.

- A. All lots serviced by an access way shall provide a continuous traffic flow pattern as approved by the Director.
- B. Single-family lots containing a single-family residence are exempt from this requirement.
- C. No parking shall be allowed within an access way.

17.20.250 Lots-Through.

Through lots shall be avoided, except where essential to provide separation of residential development from major traffic arteries or adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten (10) feet, across which there shall be no right of access, may be required along the line of lots abutting such as a traffic artery or other disadvantageous use. Through lots with planting screens shall have a minimum average depth of one hundred ten (110) feet. The City may impose conditions regarding maintenance of the planting screen. This section shall not apply to through lots created for the purpose of condominium or row house developments.

17.20.260 Lots-Side lines.

The sidelines of lots, as far as practicable, shall run at right angles to the street upon which the lots face.

17.20.270 Large lot subdivision.

In subdividing tracts into large lots which at some future time are likely to be re-subdivided, the Director may require that the blocks shall be of a size and shape, be divided into lots and contain building side restrictions to provide for extension and opening of streets at intervals which will permit a subsequent division of any parcel into lots or smaller size.

17.20.280 Building lines.

If special building setback lines are to be established in the subdivision, they shall be shown on the subdivision plan and included in the deed restrictions.

17.20.290 Parks

- A. New subdivisions or portions thereof shall provide space for parks in the ratio of one acre to every one hundred estimated residents. For purposes of this calculation there shall be a rebuttal presumption that each dwelling unit contains 2.8 individuals. For subdivisions of 10 units or less the Director in his discretion may approve other recreational facilities.
- B. Wetlands and other required open space shall not be used in the acreage calculations for Part A of this section.

17.20.300 Entrances

A. Subdivisions with 25 or more lots shall have at least one clearly defined entrance, which shall conform with the following:

1. There shall be an improved area of at least five hundred (500) square feet on both sides of the roadway, which provides the entrance to the subdivision.
2. Entrances shall be landscaped and maintained. Landscaping shall be designed with due regard to corner vision and site distance requirements.
3. Entrances shall have an illuminated stone or masonry structure with the name of the development, and at least six inch (6) inch lettering.
4. The design of the entrance shall be consistent with the character of the surrounding area.