

CHAPTER 18.46: STANDARDS FOR PUBLIC FACILITIES

18.46.010 Purpose and Application.

- A. The purpose of this chapter is to provide planning and design standards for public facilities and utilities.
- B. Unless otherwise provided, the standard specifications adopted under Subsection C of this Section shall apply to all development within the City, except for single-family residential development on existing lots. Development shall not occur unless the public facilities related to development comply with the requirements of this Chapter.
- C. The Director of Public Works shall establish standard specifications for construction of public facilities, which are consistent with the requirements of this Chapter, the Public Facilities Plan, the Molalla Transportation System Plan, and with the application of sound engineering principles.
- D. Development shall not occur until required public improvements are in place or are guaranteed, in conformance with the provisions of this Code. Improvements required, as a condition of development approval shall be roughly proportional to the impact of the development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impacts created by the development.

18.46.020 Traffic Impact Analysis

- A. A traffic impact analysis shall be required when any of the following are met:
 - 1. The development can be expected to generate more than 100 new peak-hour vehicle trips on any adjacent streets;
 - 2. The development can be expected to generate less than 100 new peak-hour vehicle trips on any adjacent streets, but the development affects high collision areas, current congested areas, areas of concern, or if in the opinion of the Public Works Director there is a need for a traffic impact analysis;
 - 3. The application is for a comprehensive plan change or a zone change.
 - 4. The application proposes any changes in land use or density that can be expected to change the site traffic generation by more than 15 percent;
 - 5. The application proposes any changes in land use or density that can be expected to change the directional distribution of site traffic by more than 20 percent;

6. Access decisions are still outstanding, changes in development have occurred in the site or in the area, and the original traffic impact analysis is more than two years old;
 7. The Oregon Department of Transportation determines that a traffic impact analysis is needed in conjunction with an approach road permit application.
- B. A proposal establishing the scope of the traffic impact analysis shall be submitted to the City for approval prior to preparation of the analysis. The analysis shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. For large projects, the analysis shall assess all nearby key intersections. The planning horizon to be used in the analysis shall be 20 years from the adoption date of the latest Molalla Transportation System Plan or 15 years, whichever is greater. If required by the Director of Public Works, a licensed Professional Civil Engineer or a licensed Professional Traffic Engineer shall sign the analysis.
- C. The results of the analysis shall be presented to the City as part of an overall site development proposal. If the analysis identifies level of service conditions, which do not meet the requirements of the Molalla Transportation System Plan or the Oregon Highway Plan, if applicable, the applicant shall be required to implement mitigation measures as part of the development.

18.46.030 Impact Fees.

- A. The City may impose impact fees as a condition of development approval. Said fees shall be used to finance the cost of public improvements needed to mitigate the impacts of the development, when the impacts of the development create or add to an unacceptable level of service of public facilities.
- B. Impact fees shall be assessed based upon the proportionate share of the developer's direct impact. When levels of service of a particular public facility are already unacceptable prior to the proposed development, the developer shall not be required to mitigate more than necessary to maintain the level of service at the pre-development level.
- C. When an intersection meets traffic control warrants due to the traffic impact of a development, the developer shall be required to pay the proportionate cost of the needed traffic improvements. The proportionate cost shall be based on the overall percentage of traffic that the development generates.

18.46.040 Public Improvement Procedures.

- A. Prior to the installation of any public water, sanitary sewer, storm drainage, street, bicycle, or pedestrian improvements in conjunction with any development, developers shall contact the City regarding procedures for plan submittal, plan review and approval, permit requirements, inspection and testing requirements, progress of the work, the provision of easements, dedications and as-built drawings.

- B. All work and development shall proceed in accordance with all applicable City procedures, policies, standards and ordinances. Whenever in the opinion of the Public Works Director any work or development is being conducted contrary to such provisions, the Public Works Director may order the work stopped by notice in writing served on the persons engaging in the work or causing the work to be performed. The work shall stop until authorized by the Public Works Director to proceed. As a condition of authorization to proceed, the Public Works Director may require corrective action to substandard work, which is already completed.