

ORDINANCE NO. 2491

AN ORDINANCE amending Subsections 17.19.040 (a) and (b) of the Camas Municipal Code by modifying the infrastructure standards for private and public streets.

THE COUNCIL OF THE CITY OF CAMAS DO ORDAIN AS FOLLOWS:

Section I

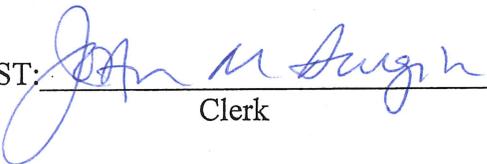
Subsections 17.19.040 (a) and (b) of the Camas Municipal Code are amended to provide as set forth in Exhibit "A" attached hereto and by this reference incorporated herein.

Section II

This ordinance shall take force and be in effect five (5) days from and after its publication according to law.

PASSED by the Council and APPROVED by the Mayor this 4 day of ^{September}~~August~~, 2007.

.SIGNED: 
Mayor

ATTEST: 
Clerk

APPROVED as to form:


City Attorney

17.19.040 Infrastructure standards.

Note: * For the purposes of this title, the term "street" and "road" are synonymous in meaning.

A. Private Street: Private street(s) may be authorized when all of the following occur:

1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;
2. Adequate and reasonable provisions are made for the ownership, maintenance, and repair of all utilities and the proposed private streets;
3. The proposed private streets can accommodate potential full (future) development on the lots or area being developed;
4. Connect to no more than one public street, unless it is an alley.
5. Conform to the Camas Design Standard Manual;
6. Alleys shall be privately owned and maintained.
7. Homes constructed to access from private roads shall have automatic fire sprinklers installed per NFPA 13D or 13R.
8. Access requirements for recycle service, garbage service, and emergency vehicles are provided.
9. Provisions for adequate parking enforcement are recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat, e.g. Towing service.

B. Streets.

1. Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include utility easements, pedestrian pathway,

storm water drainage, street lighting and signage, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual.

2. Streets abutting the perimeter of a development shall be provided in accordance with CMC17.19.040B1 (above) and the Design Standard Manual. Additional paving may be required to ensure safe and efficient roads exist to serve the land development and provide bike lanes.

3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:

- a. If the future grade or alignment of the adjacent public street is unknown and it is not feasible to establish the grade in a reasonable period;
- b. The immediate improvement of the street would result in a short, isolated segment of improved street;
- c. The frontage is part of an impending or eminent city street improvement project;
- d. Street improvements in the vicinity are unlikely to occur within six years.

4. In the event the frontage improvement is delayed, the owner must provide an approved form of financial surety in lieu of said improvements.

5. Dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such

dedication would cause or contribute to an unsafe road or intersection.

6. Names. All street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.28.

7. Right-of-way, tract and pavement widths for streets shall be based on TABLE 17.19-1

8. Intersections. Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as possible, shall not exceed 15 degrees and not be offset insofar as practical. All right-of-way lines at intersections with arterial streets shall have a corner radius of not less than twelve feet.

9. Street Layout. Street layout shall provide for the most advantageous development of the land development, adjoining areas, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and where feasible, street segments shall be interconnected.

a. While it is important to minimize the impact to the topography from creating an integrated road system, improved site development and circulation solutions shall not be sacrificed to minimize the amount of cut and fill requirements of the proposal.

b. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.

c. When the proposed development's average lot size is 7,400 feet or less one additional off-street parking space may be required for every five units---not withstanding the requirements of CMC18.11.130. These spaces are intended to be located within a common tract.

d. When on the basis of topography, projected traffic usage or other relevant factors it is unfeasible to comply with the forgoing right-of-way, tract and street width standards, the approval authority, upon recommendation from the city engineer may permit a deviation from the standards of TABLE 17.19-1.

e. The city engineer or designee may determine a wider width is necessary due to site circumstances, including but not limited to topography, traffic volume, street patterns, on-street parking, lot patterns, land use and bike and transit facilities that justify an increase in width.

f. When existing streets adjacent to or within land to be developed, are of inadequate width, additional right-of-way shall be provided at the time of land development.

Table 17.19-1 Minimum Street Standards¹

Private Road Street	Tract Width	Pavement Width	Sidewalk
A. Access to four or less dwelling units ²	20'	12'	Sidewalk optional, no parking on both sides
B. Access to five or more dwelling units less than or equal to 100' in length ³	30'	20'	5' detached sidewalk on one side, with planter strip, no parking on both sides
C. Access to five or more dwelling units greater than 100' and not over 300' in length ³	42'	28'	5' detached sidewalk on one side, with planter strip, no parking on one side
D. Access to five or more dwelling units greater than 300' in length ³	48'	28'	5' detached sidewalks required on both sides of the street, with planter strip
E. Alley	18'	16'	None required
F. Commercial / Industrial ²	40'	24'	5' detached sidewalk on one side, with planter strip, no parking on both sides
Public Street	Right-of-Way	Pavement Width	Sidewalk
G. Street (By approval of City Engineer) ¹	52'	28'	5' detached sidewalk on both sides, with planter strip, no parking on one side
H. Street (2-lane)	60'	36'	5' detached sidewalks required on both sides of the street, with planter strip
I. Street (3-lane)	74'	48' to include 14' median	6' detached sidewalks required on both sides of the street, with planter strip
J. Street (5-lane) / Arterial	100'	74' to include 14' median	6' detached sidewalks required on both sides of the street, with planter strip

Notes to Table 17.19-1:

¹All buildings abutting a street designed and constructed with less than 36 feet of pavement shall have automatic fire sprinkler systems installed that comply with NFPA 13D or 13R.

²Access to two lots or less may be designed and established as an easement rather than a tract. Garbage and recycling services may be restricted. If roadway is less than 150' in length, the minimum structural road section is exempt.

³Road/Street lengths are calculated to include the cumulative network.

10. Access Management.

a. Access to all marginal access streets shall be restricted so as to minimize congestion and interference with the traffic carrying capacity of such streets, and to provide separation of through and local traffic. The restrictions imposed shall be in accordance with the design policies and standards set forth in the Institute of Transportation Engineers Transportation and Land Development Manual, the Institute of Transportation Engineers Residential Street Design and Traffic Control Manual and the Washington State Department of Transportation Design Manual.

b. The city engineer may grant exceptions to the access restriction policies and standards when no other feasible access alternative exists.

c. In addition to restricting access, where a residential development abuts or contains an existing or proposed marginal street, the city may also require reverse frontage lots with suitable depth, appropriate fencing with landscaping or masonry walls contained in a non-access reservation along the real property line or such other treatment as may be necessary for adequate protection of residential properties and for the separation of through and local traffic.

11. Street Design. When interior to a development, publicly owned streets shall be designed and installed to full width improvement as a means of insuring the public health, safety and general welfare in accordance with the city comprehensive plans. Full width improvements shall include utility

easements, sidewalks, and control of storm water runoff, street lighting and signage, as provided below:

a. Shall be graded as necessary to conform to Camas Design Standard Manual.

b. Grades shall not exceed six percent on major or secondary arterials, ten percent on collector streets or twelve percent on any other street. However, provided there are no vehicular access points, grades may be allowed up to fifteen percent when:

i. Exceeding the grades would facilitate a through street and connection with the larger neighborhood;

ii. The greater grade would minimize disturbance of critical slopes;

iii. Automatic fire sprinklers are installed in all structures where the fire department response to the structure requires travel on the grade;

iv. Tangents, horizontal curves, vertical curves, and right-of-way improvements conform to public works department standards, and;

v. Full width improvement is required as a condition of the land use approval in accordance with city standards.

vi. In flat areas allowance shall be made for finished street grades having a minimum slope of one-half percent.

c. Centerline radii of curves shall be not less than three hundred feet on primary arterials, two hundred feet on secondary arterials or seventy feet on other streets.

d. Shall be of asphaltic concrete according to Camas Design Standard Manual.

e. Shall have concrete curbs and gutters. Curb return radii shall be no less than thirty-five feet on arterial and collector streets and no less than twenty-five feet on all other streets. Larger radii may be required at the direction of the city engineer.

f. Shall have storm drains in accordance with the Camas Design Standard Manual.

12. Sidewalks shall be constructed as specified in Camas Design Standard Manual. See Table 17.19-1 for dimension requirements per street type.

a. Prior to final acceptance of any land development, the developer shall install sidewalks when required under Table 17.19-1, adjacent to or within all public or common areas or tracts and at all curb returns. Sidewalks along individual lots may be deferred at the discretion of the city engineer until occupancy of the primary structure. Further, any trail or trails, including but not limited to the (T-5) and (T-1) trails, identified in the most recent Camas Parks and Open Space Plan shall be constructed prior to final acceptance;

b. All sidewalk areas shall be brought to sub grade by the developer at the time of improving streets.

13. Cul-de-sacs. A cul-de-sac greater than four hundred feet shall require special considerations to assure that garbage, recycle and emergency vehicles have adequate access. Buildings on all lots located more than four hundred feet from the centerline-to-centerline

intersection shall have automatic fire sprinklers.

14. Turn-arounds. Adequate provisions for turn arounds shall be provided and shall be designed and installed in a manner acceptable to the City Engineer or in accordance with the Camas Design Standard Manual if applicable.