3.101 Streets

The purpose of this Section is to provide for safe and efficient streets within the City, and to implement the Woodburn Comprehensive Plan and the Transportation System Plan (TSP). The provision of streets is guided by the goals and policies of the Comprehensive Plan, the TSP, and other sections of the Woodburn Development Ordinance.

3.101.01 Applicability
3.101.02 General Provisions
3.101.03 Improvements Required for Development
3.101.04 Street Cross-Sections
3.101.05 Street Layout
3.101.06 Street Names

3.101.01 Applicability

A. Rights-of-way standards apply to all public streets.

B. Improvement standards apply to all public and private streets, sidewalks and bikeways.

C. Functional standards are identified in the Woodburn TSP.

D. This applies to all development, and is not limited to partitions, subdivisions, multi-family, commercial or industrial construction, or establishment of a manufactured dwelling or recreational vehicle park. Construction of a single-family dwelling or placement of a manufactured dwelling does not, for the purposes of this section, constitute development.

3.101.02 General Provisions

A. No development shall be approved, or access permit issued, unless the internal streets, boundary streets and connecting streets are constructed to at least the minimum standards set forth in this section, or are required to be so constructed as a condition of approval.

B. Private streets are prohibited, except in manufactured dwelling parks, pursuant to State statute (ORS Chapter 446 and OAR 918-600). All private streets in manufactured dwelling parks shall comply with the standards of the Woodburn Development Ordinance (WDO) and State statute.

C. Materials and construction shall comply with specifications of the City of Woodburn.

D. The standards of this section may be modified, subject to approval of an Exception to Street Right-of-Way and Improvement Requirements.

3.101. 03 Improvements Required for Development

A. With development, the Internal, Boundary, and Connecting streets shall be constructed to at least the minimum standards set forth below.

B. Internal Streets

Internal streets shall meet all standards of WDO and the TSP.

C. Boundary Streets

The minimum improvements for a Boundary Street shall be:

1. One paved 11-foot travel lane in each direction;
2. On-street parking on the side of the street abutting the development, if on-street parking is indicated in the TSP;
3. Curb on the side of the street abutting the development;
4. Drainage facilities on the side of the street abutting the development;
5. Street trees on the side of the street abutting the development; and
6. A sidewalk on the side of the street abutting the development.

D. Connecting Streets

1. The minimum improvements for a Connecting Street shall be one paved 11-foot travel lane in each direction.
2. Connecting streets shall extend from the boundary street of a development, to the nearest intersection that meets the cross-section and improvement requirements of this section, or 1,000 feet, whichever is less.

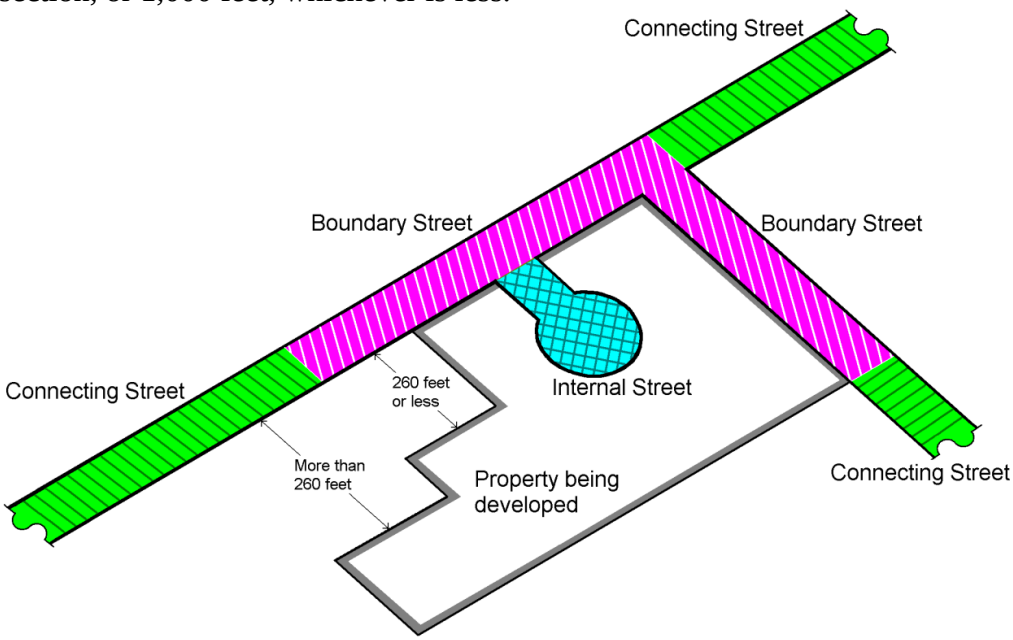


Figure 3.101A – Internal, Boundary, and Connecting Streets

E. When the Director determines that a required improvement of a Boundary or Connecting Street would not be timely, due to pending development of properties in the immediate vicinity or improvement of the streets which are identified in the Capital Improvement Program (CIP), the Director may accept a fee-in-lieu, in the amount equal to the costs of the required improvement.

F. When the Director determines that a required improvement of a Boundary or Connecting Street would not be feasible, due to physical constraints of properties in the immediate vicinity or an inability to obtain right-of-way dedication, the Director may approve construction of a partial-width street, to the minimum standards set forth above.

3.101.04 Street Cross-Sections

A. These standards are based on the functional classification of each street as shown in the Woodburn TSP. The street right-of-way and improvement standards minimize the amount of pavement and right-of-way required for each street classification, consistent with the operational needs of each facility, including requirements for pedestrians, bicycles, and public facilities.

B. All public streets under the jurisdiction of the City of Woodburn shall comply with the cross-sections depicted in this Section.

   1. For the cross-section illustrated in Figure~~s~~ 3.101G - K, the street shall have fewer than 1,000 average daily trips (ADT) per day when all future street connections are made.

   2. The cross-section illustrated in Figure 3.101G, is optional in infill situations, or where adjacent streets are similarly constructed. Street trees shall be located in a street tree easement outside the public right-of-way.

   3. For the cross-section illustrated in Figure~~s~~ 3.101H, provisions shall be made to ensure that emergency response vehicles have adequate access to all properties on the street. A 40-foot long clear area shall be provided for every two properties along each side of the street. The clear area may be created with parking restrictions created by adjoining driveways and location of fire hydrants, or by another method approved by the Director.

   4. For the cross-section illustrated in Figure 3.101K, no curb cuts will be permitted along the street.

   5. Figures 3.101 L-O illustrate one-way and two-way traffic concepts for downtown streets.

C. For local residential streets which are not identified in the Comprehensive Plan, rights-of-way and improvements are determined by the Director at the time of development, based upon the existing and future estimated average daily trips of the development and surrounding development.

D. Streets designated as Arterials or Collectors in the TSP which are located within the Historic Settlemier Transportation Corridor do not require bicycle lanes or a center turn lane, unless the Director determines that a turn lane is warranted for safety reasons. The existing pavement should be used to the extent possible to preserve the historic corridor.

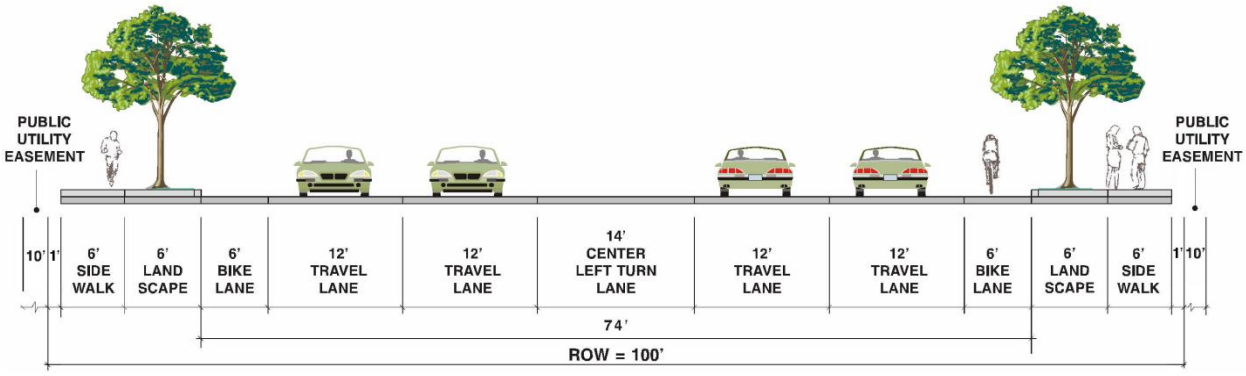


Figure 3.101B – Major Arterial

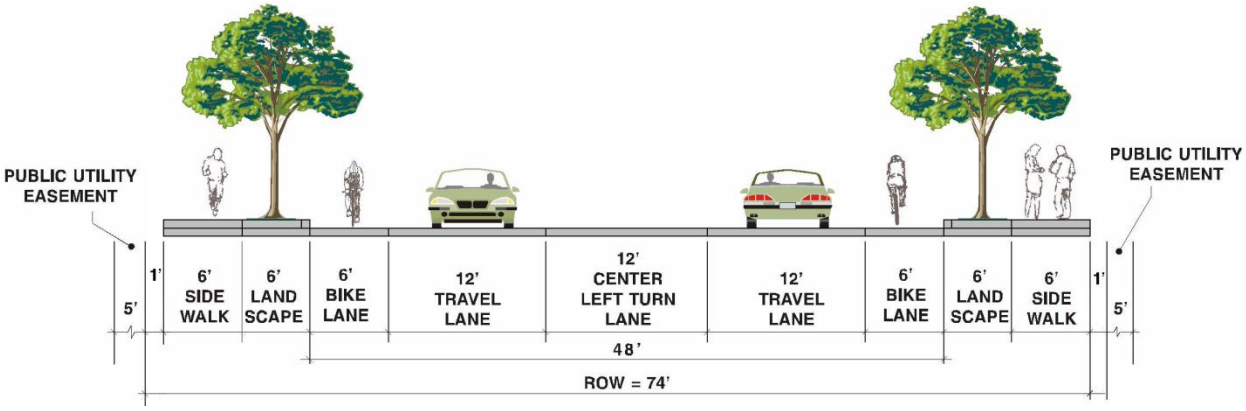


Figure 3.101C – Minor Arterial

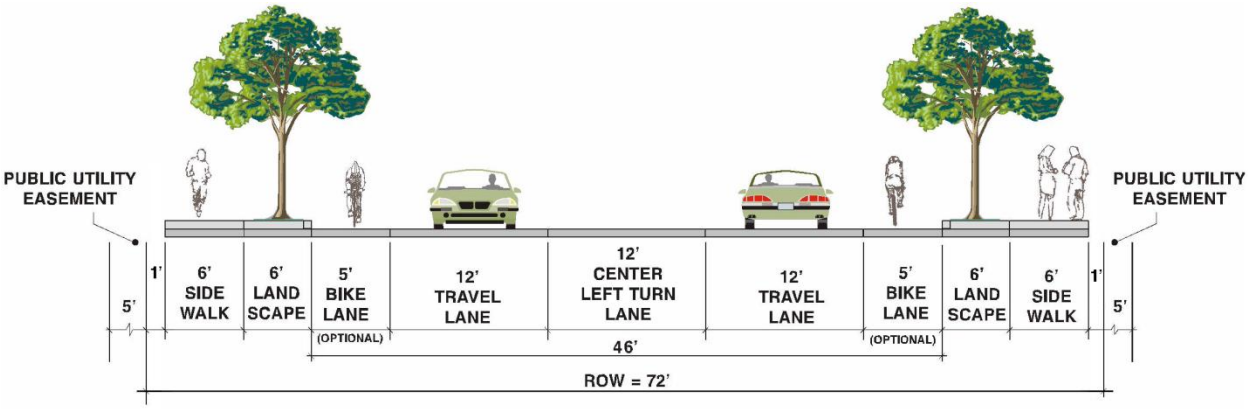


Figure 3.101D – Service Collector

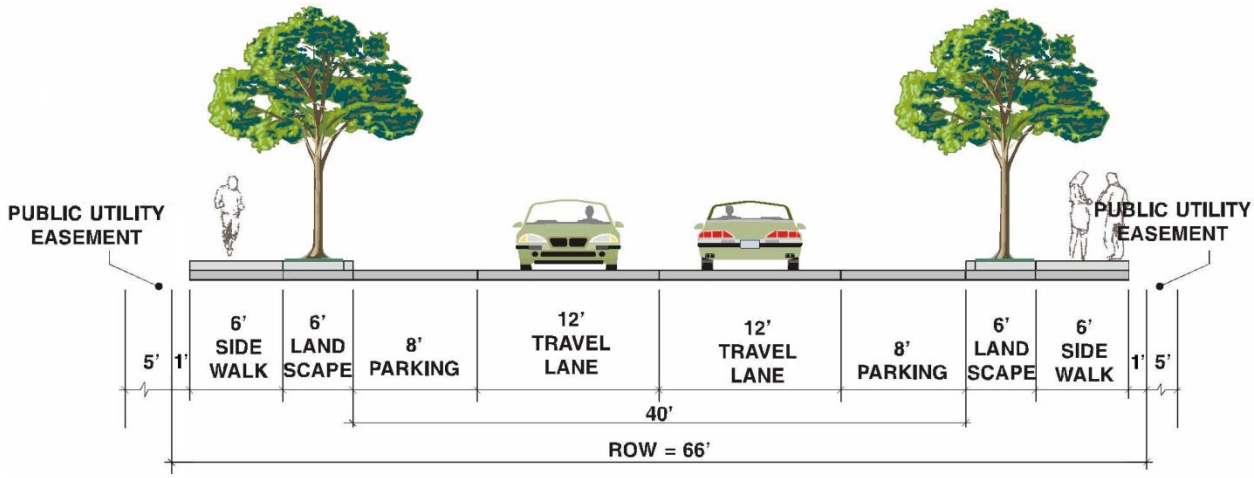


Figure 3.101E – Access Street / Commercial Street

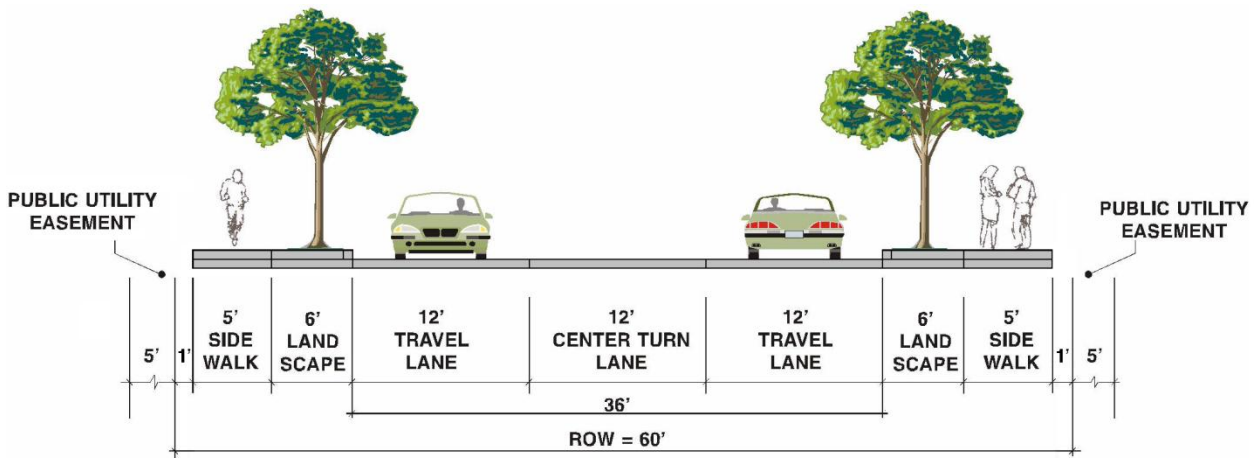


Figure 3.101F – Local Industrial Street

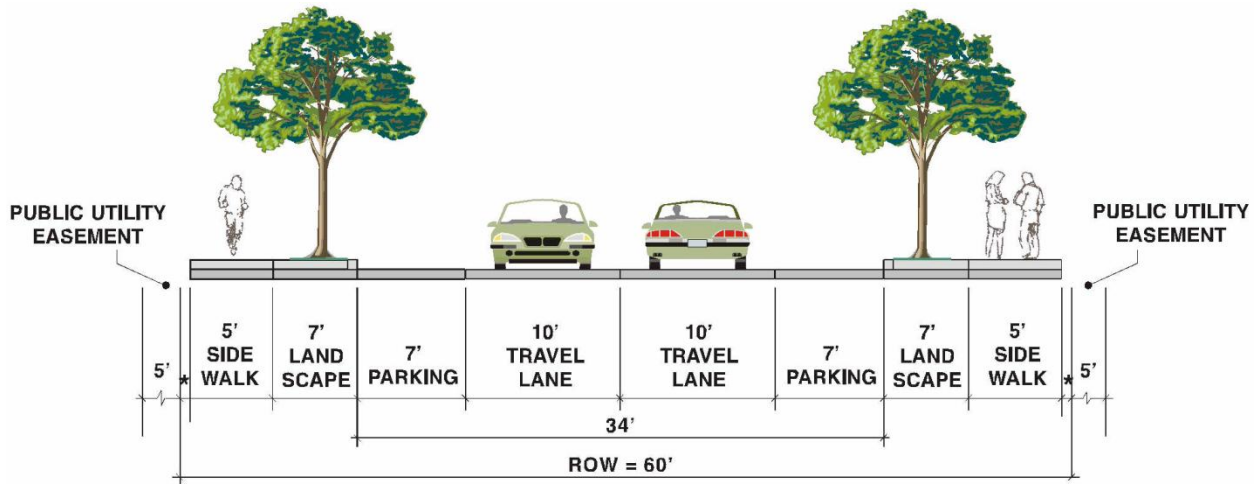


Figure 3.101G – Local Residential Street with Parking Both Sides

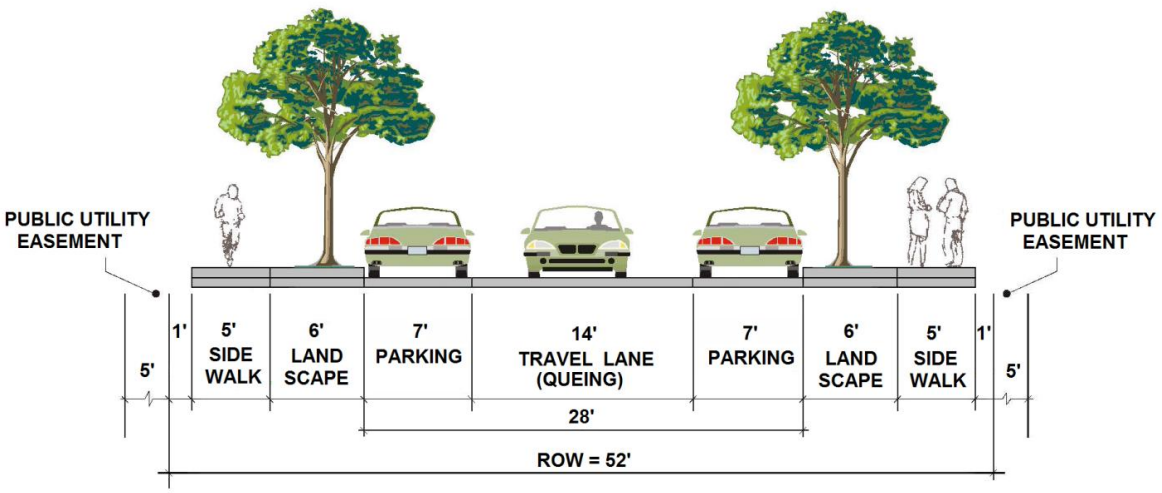


Figure 3.101H – Skinny Street

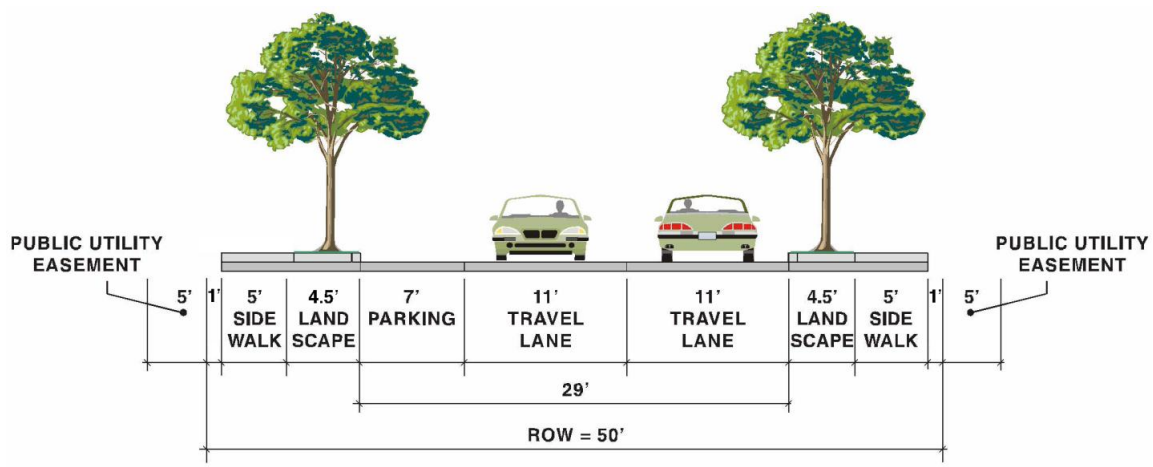


Figure 3.101I – Local Residential Street with Parking One Side

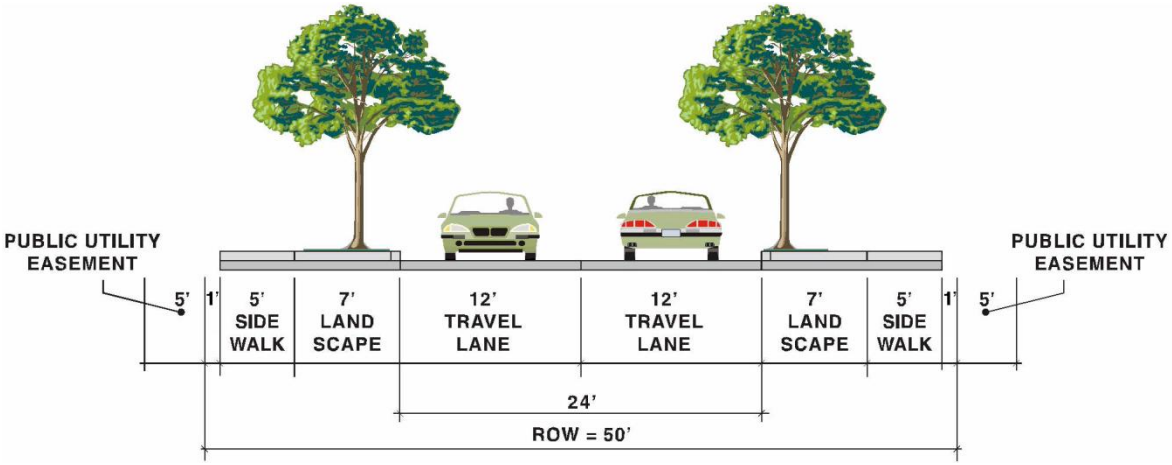


Figure 3.101J – Local Residential Street with No Parking

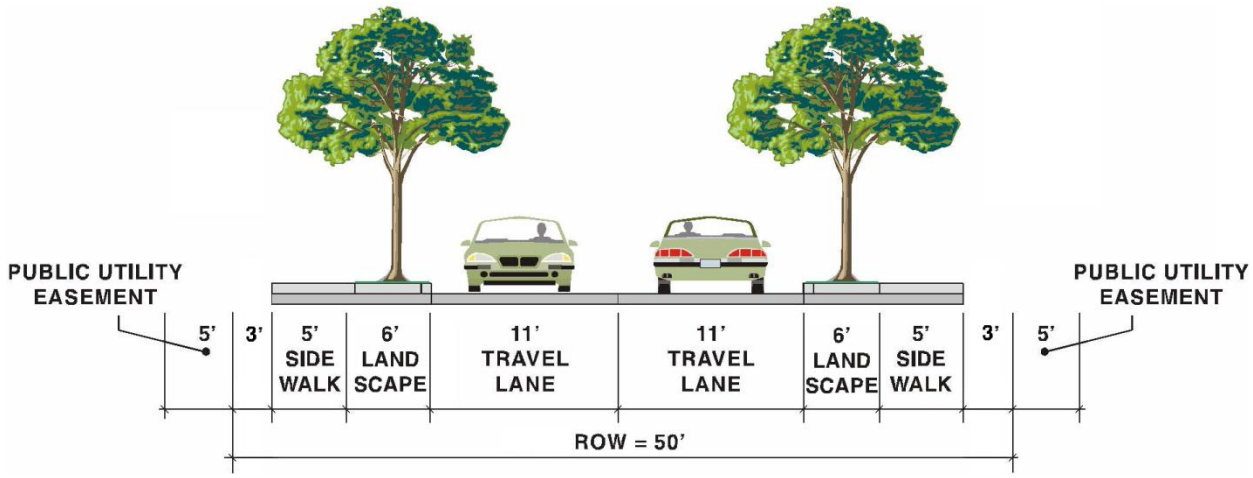


Figure 3.101K – Local Residential Street with Alley Access

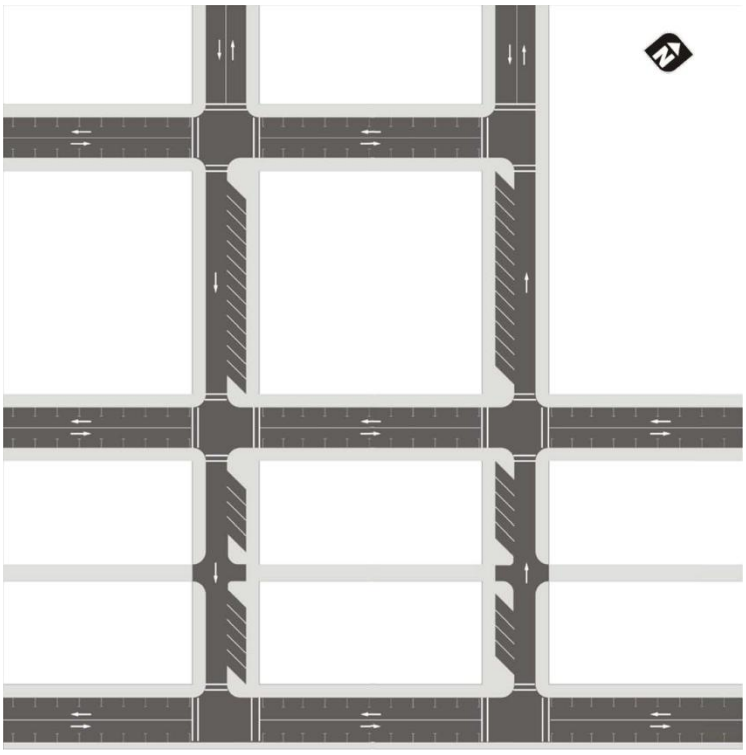


Figure 3.101L – Traffic Concepts for Downtown Streets, One-Way and Two-Way Street Design

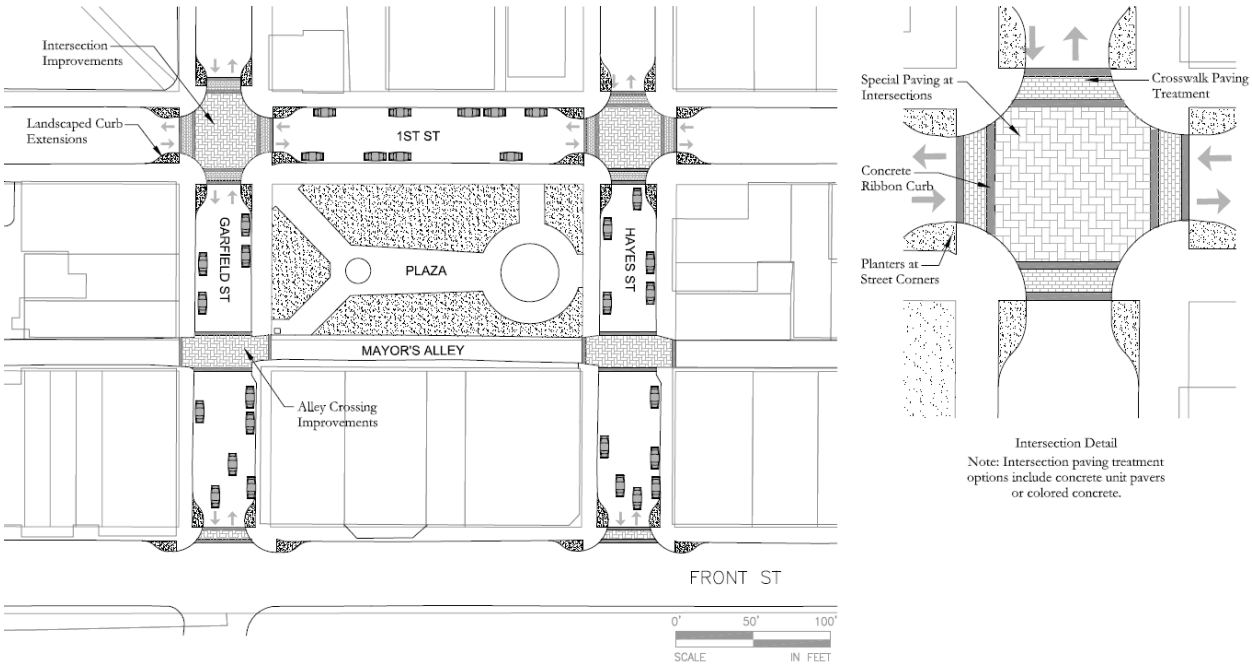


Figure 3.101M – Plaza Street Plan – Two-Way Traffic Concept

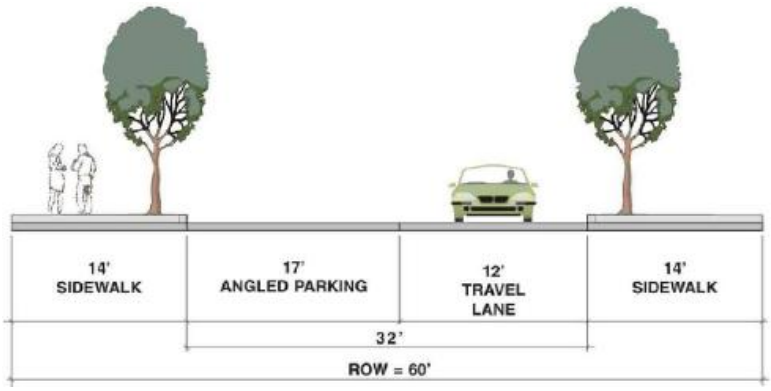


Figure 3.101N – One-Way with Angled Parking

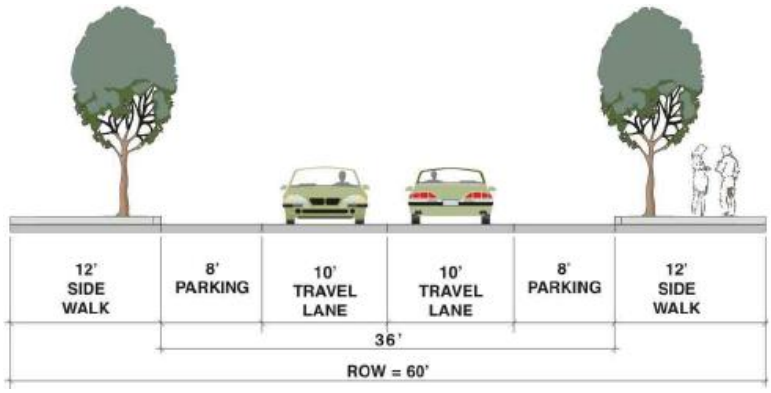


Figure 3.101O – Two-Way with Parallel Parking

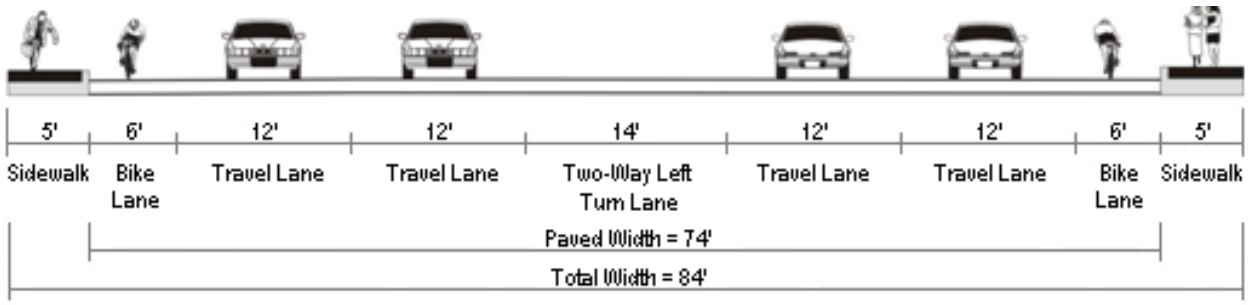


Figure 3.101P – Pacific Highway 99E
Carl Road to Lincoln Street (MP 30.85 to MP 32.41)

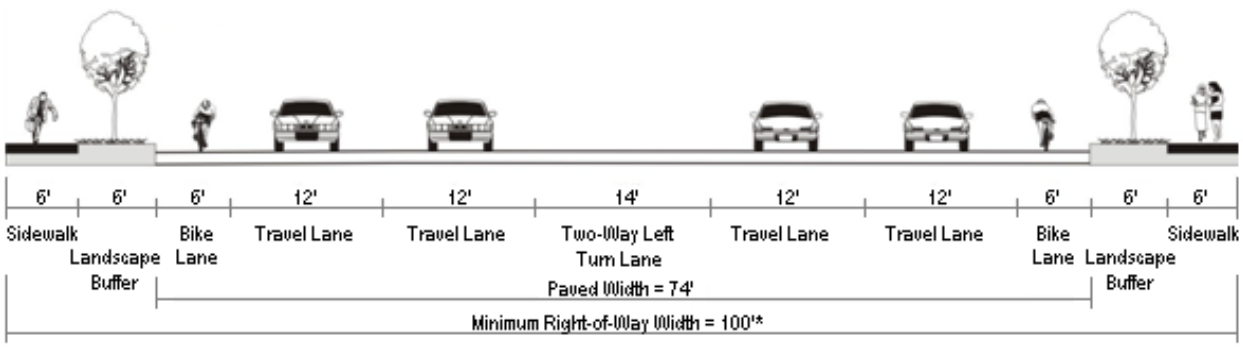
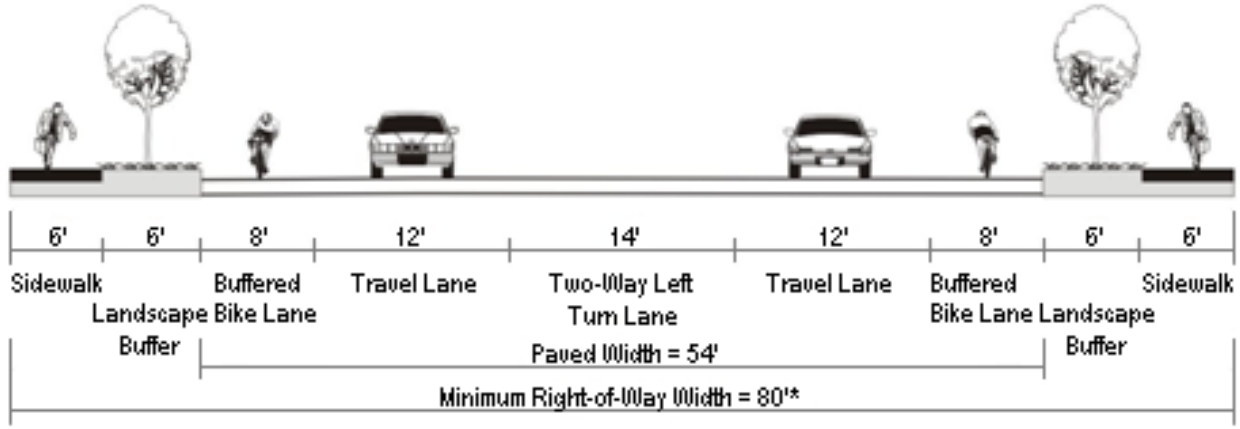


Figure 3.101Q – Pacific Highway 99E
Lincoln Street to 600 Feet South of Cleveland Street (MP 32.41 to MP 33.08**)



* One foot of right-of-way outside each sidewalk is needed for operational purposes.

** Transition between five-lane and three-lane roadways to occur between MP 33.08 and MP 33.19.

Figure 3.101R – Pacific Highway 99E
1,150 Feet South of Cleveland Street to South UGB (MP 33.19** to MP 34.07)

3.101.05 Street Layout

A. Termination of Streets, Bikeways and Pedestrian Ways

1. Cul-de-sac Streets

   a. The maximum length of a cul-de-sac street shall be 250 feet. Cul-de-sac length shall be measured along the center line from the nearest right-of-way line of the nearest intersecting street, to the point of curvature of the cul-de-sac bulb.

   b. The minimum radius of a cul-de-sac bulb right-of-way shall be 55 feet.

   c. The minimum improved street radius of a cul-de-sac shall be 45 feet plus curb, planting strip and sidewalk.

   d. The Director may require bikeway and pedestrian facilities to connect from one cul-de-sac to an adjacent cul-de-sac or street, except where the cul-de-sac abuts developed property, or where the Director determines that there is no need for a connection.

2. Temporary Dead End Streets

   Streets extensions that result in temporary dead end streets, or stub streets, shall:

   a. Be extended to the adjoining tract when it is necessary to give access to, or permit, a future division of adjoining land;

   b. Require a barricade at the end of the street to be installed and paid for by the property owners. It shall not be removed until authorized by the City of Woodburn.

   c. Have an all-weather sign at the temporary street terminus, installed by the property owners, that states: “This Street is Planned for Future Extension”.

   d. Provide either a one foot-reserve strip deeded to the City, or an alternative method for limiting access approved by the City, at the temporary end of the right-of-way.

3. Continuity of Public Bikeway and Pedestrian Facilities Located Off-Street

   Public bikeway and pedestrian facilities, other than those incorporated in a street right-of-way, shall either:

   a. Provide for a continuous system, with each segment originating and terminating with a connection to a public street, or to a designated activity center; or

   b. Provide stubbed facilities that may extend beyond the limits of an approved development, when such a public facility has been required by the decision-maker.

B. Block Standards

1. Block length shall not be less than 200 feet and not more than 600 feet, except where street location is precluded by any of the following;

   a. Natural topography, wetlands, significant habitat areas or bodies of water, or pre-existing development;

   b. Blocks adjacent to arterial streets, limited-access highways, collectors or railroads;

c. Residential blocks in which internal public circulation provides equivalent access.

2. In any block that is longer than 600 feet, as measured from the right-of-way line of the street to the right-of-way line of the adjacent street, a bikeway/ pedestrian facility shall be required through and near the middle of the block.

3. On any block longer than 1,200 feet, pathways may be required through the block at 600 foot intervals.

4. In a proposed development, or where redevelopment potential exists and a street connection is not proposed, one or more bikeway and pedestrian facilities may be required to connect a cul-de-sac to public streets, to other pathways, or to the project boundary to allow for future connections.

C. Street Access

Developments comprised of 25 or more dwelling units, including existing units, shall have at least two means of public street access from a cul-de-sac, dead-end street, or other street. Those two or more means of public access must be two non-overlapping public street routes to a major arterial identified in the TSP.

3.101.06 Street Names

A. All public streets and private manufactured dwelling park streets shall be named, after providing the Woodburn Fire District with an opportunity to review and comment.

B. Public and private manufactured dwelling park streets shall be named as follows:

1. The street name shall not duplicate an existing street name, unless there is reasonable assurance the named streets will be connected in the future.

2. New streets shall be designated with the same names as existing streets only if they fall in the same grid line and there are reasonable assurances that the street will connect with another section of the numbered street.

3. Street names shall not sound like another street name or cause confusion.

4. Street names that are deliberately misspelled, frivolous, or reflect the name of the developer or family members shall not be allowed.

C. Streets shall be further named with a suffix.

1. Except as indicated in the Woodburn Transportation System Plan, the following suffixes designations apply to new streets, as follows:

a. North/South streets shall be designated as a “Street”, with the exception that major streets classified as an arterial in the Woodburn TSP may be designated as a “Road” or a “Highway”.

b. East/West streets shall be designated as an “Avenue”, with the exception that major streets classified as an arterial in the Woodburn TSP may be designated as a “Road” or “Highway”.

c. A skewed or meandering street shall be named a “Drive”.

d. A street less than 1,000 feet in length may be designated as a “Place,” “Way,” or “Lane”.

e. A cul-de-sac street with no cross-street shall be designated as a “Court”.

f. A continuous loop street that has two intersections with the same street shall be segmented, in reference to its orientation to the overall North/South, East/West street grid, so that the each segment of the loop has a unique name.

g. A street that runs in a circle with only one entrance/exit shall be designated as a “Circle”.

h. A street with a continuously landscaped median shall be designated as a “Boulevard”.