

**CITY OF STEVENSON
ORDINANCE 2019-1142**

**ADOPTING A “ROAD DIET” BY AMENDING THE STREET
WIDTH REQUIREMENTS OF THE STEVENSON
ENGINEERING STANDARDS VOLUME 1 – DESIGN AND
PLANNING, CHAPTER 2 – STREETS.**

WHEREAS, The *City of Stevenson Engineering Standards for Public Works Construction*, herein after referred to as the “Standards”, functionally classify streets based on the average daily traffic expected on streets. According to this classification, “local streets” anticipate the least amount of traffic for public rights-of-way; and

WHEREAS, by virtue of the extra width required for their construction, streets built to meet the “local” street widths of the Table 2.03A – Street Widths of the Standards are out of character with the streets currently serving that purpose throughout Stevenson’s residential core; and

WHEREAS, wider streets are more expensive for developers to construct and more expensive for the City to maintain over time. These costs contribute to the initial expensive of housing and to ongoing demands on City’s small tax base; and

WHEREAS, the city desires to facilitate the continuation of the quality of life experienced in its residential core while also removing the expense required for construction and maintenance of “Local Streets”; and

WHEREAS, the city desires to facilitate the continuation of the quality of life experienced in its residential core while also removing the expense required for construction and maintenance of “Local Streets”; and

WHEREAS, the Standards include a street classification for private streets, the requirements for which lack clarity and consistency with other City programs (e.g., SMC 16.02.070); and

WHEREAS, amendments to the Standards are permitted according to Volume 1 – Design and Planning, Chapter 1 – General Planning, Design, and Approval Requirements, Section 1.15; and

WHEREAS, the amendments approved herein implement Objectives 2.14, 3.1, 3.6, 7.2, 7.3, 7.4, 7.4-1, 7.5, 7.11, 8.7, and 8.8 of the 2013 *Stevenson Comprehensive Plan*; and

WHEREAS, the City has decided a Threshold Determination under the State Environmental Policy Act is not necessary for these amendments; and

WHEREAS, the City Planning Commission recommends these as an appropriate “Road Diet” as discussed and prioritized at a December, 2016 joint meeting between the City Council and Planning Commission; and

AND WHEREAS, after considering all public comments and evidence, the City Council determined that the proposed amendments 1) comply with all applicable laws and rules, and 2) are necessary to promote the health, safety, and welfare of the city;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF STEVENSON DO ORDAIN AS FOLLOWS:

Section 1 – Amendment to Standards. The *City of Stevenson Engineering Standards for Public Works Construction*, Volume 1 – Design and Planning, Chapter 2 – Streets, Sections 2.03 – Widths and 2.07 – Private Streets shall be amended by adding the underlined and deleting the ~~struck through~~ text as shown in “Exhibit A”.

Section 2 – Severability. If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to any person, is, for any reason, declared invalid, in whole or in part by any court or agency of competent jurisdiction, said decision shall not affect the validity of the remaining portions hereof.

Section 3 – Effective Date. This ordinance shall become effective following passage and publication as provided by law.

PASSED by the City Council of the City of Stevenson and approved by the Mayor this ____ day of _____, 20__.

SIGNED:

ATTEST:

Scott Anderson
Mayor of Stevenson

Leana Kinley
Clerk/Treasurer

APPROVED AS TO FORM:

Kenneth B. Woodrich
City Attorney

2.03 Width

Table 2.03A is a summary of ~~road~~-width standards by ~~the~~-functional classification ~~of the road~~. It should be noted that public utility easements beyond the right-of-way are typically required.

Table 2.03A Street Widths					
	Principal Arterial	Residential			Private [4]
		Major Collector	Minor Collector	Local	
Right-of-Way	80	60	60	60 50 [1]	See 2.07.C
Total Pavement Width	60	46	38	38-28 [2]	20
No. of Drive Lanes	2	2	2	2 2	?2?n/a
Width of Drive Lane	12	11	11	11 10	?11?n/a
No. of Turn Lanes	0	0	0	0	?0?n/a
No. of Parking Lanes	0	2	2	2 1[2][3]	?2?n/a
Width of Parking Lane	0	8	8	8 8	?8?n/a
No. of Sidewalks	2	2	2	2 1	?2?
Width of Sidewalks	8	6	6	6	?6?
No. of Planter Strips (Curb-sidewalk separation)	2	2	2	?2?	?2?
Design Volume	5,001-24,000	2,001-5,000	501-2,000	1-500	See 2.07.A
Design Speed	25	25	25	25	?25?n/a
Notes to Table 2.03A:					
[1] Right-of-way width may be reduced by five (5) ten (10) feet subject to Planning Commission, City Council, and Fire Marshal approval <u>and provision of adequate public utility easements.</u>					
[2] The requirement for a parking lane Street width may be waived reduced by six (6) feet subject to Planning Commission, City Council, and Fire Marshal approval <u>and Planning Commission verification that the lots served by the street contain adequate area for on-site parking.</u>					
[3] <u>To separate automotive and pedestrian traffic, the parking lane should be adjacent to the sidewalk.</u>					
[4] <u>Private Streets are subject to the criteria for authorization and additional requirements of Section 2.07, below.</u>					

...

2.07 Private Streets

- A. Criteria for Authorization. Where private streets are permitted they will only be under the following conditions:
1. Covenants have been approved, recorded, and verified with the City which provide for maintenance of the private streets and associated parking areas by owners in the development, and
 2. Provision is made for the streets to be open at all times for emergency and public service vehicles, and
 3. The private streets will not obstruct public street circulation, and
 4. At least one of the following conditions exists:
 - a. The plat or short plat street will ultimately serve four (4) or fewer lots.
 - b. The roadways serve commercial or industrial facilities where no circulation continuity is necessary.
 - c. The City Engineer determines that no other access is available and the private road is adequate.
- B. Notice. A statement is required on the face of any plat or short plat containing a private road with the following: **“Warning: Purchasers of a lot or lots in this plat are advised that the lot or lots in this plat are serviced by private roads. Private roads are not maintained by the City. Lot owners must pay for the maintenance of the private roads serving this plat, including grading, drainage, snowplowing, etc. The condition of the private road may affect subsequent attempts to divide your lot or lots. Private roads must comply with City of Stevenson private road requirements. The City of Stevenson has no responsibility to improve or maintain the private roads contained within or private roads providing access to the property described in this plat”.**
- C. Easements. Private roads shall be constructed within easements with easement width equal to the paved width plus sidewalk plus ten (10) feet.
- D. Design Requirements. Private streets shall conform to public street construction standards with the exceptions noted herein.
1. Private streets shall be improved with 2” of asphalt concrete over 8” of crushed rock. ~~The improved roadway width shall be a minimum of twenty feet (20’).~~
 2. The maximum grade for all roadways shall be fifteen percent (15%).
 3. Drainage improvement requirements shall be as specified in Chapter 3 of these Standards.
 4. Utility requirements shall be per this chapter, and Chapters 4 & 5 of these Standards. ~~4.5. Private street widths shall be provided as specified in Table 2.03A.~~
- E. Acceptance as Public Streets. Acceptance of private streets as public streets will be considered if the street meets all applicable public street standards contained herein.