

CHAPTER 8 - PUBLIC FACILITIES DEVELOPMENT STANDARDS

ARTICLE 80 - BASIC PROVISIONS

80.010 - PURPOSE

The purpose of this Chapter is to establish standards for the design and development of property in order to protect the public health, safety, and welfare.

80.020 - APPLICATION OF CHAPTER

- A. The subdivision, partition, re-plat, property line adjustment, or planned unit development shall conform to, and be in harmony with, the Grant County Comprehensive Plan Text and Comprehensive Plan Map of that portion of the County within which the land division is located, and shall provide right-of-way dedication in conformance with an official map, adopted for the County or any urban or urbanizing area within the County.
- B. The requirements and standards set forth in this Chapter are the minimum which a subdivision, partition, re-plat, property line adjustment, or planned unit development must conform to before approval by the Review Body, except as otherwise provided in this Code.
- C. The term "land division" shall apply to all subdivisions, partitions, re-plats, property line adjustments, or planned unit developments.
- D. The standards in this Chapter shall apply to any relevant land use application and procedure.

80.030 - IMPROVEMENT PROCEDURES

Improvements required by this Chapter shall conform to the requirements of this Code, the Roadway and Traffic Management Plan for the Grant County Standards and Specifications for Design and Construction of County Roads, the Grant County Transportation System Plan, relevant City standards within an urban growth boundary, the American Association of State Highway and Transportation Officials (AASHTO) standards, and any technical manuals used by the Road Department in road development and plan review. These manuals, as revised, are incorporated into this Code by reference. The following procedures shall be used:

- A. Construction work shall not be commenced until all required plans, profiles, and specifications have been reviewed and approved by the Road Supervisor and the appropriate state agency. All plans, profiles, and specifications shall be submitted prior to final development approval;
- B. Construction work shall not be commenced until the Road Supervisor has been notified; and
- C. Required improvements shall be constructed in accordance with specifications as set forth by the Road Supervisor and inspected for conformance. The County may require changes in typical sections and details if unusual conditions arising during construction warrant such change. Any similar changes initiated by the developer must be reviewed with, and approved by, the Road Supervisor.
- D. Uses Permitted Outright. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:
 - 1. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
 - 2. Installation of culverts, pathways, medians, fencing, guardrails, lighting and similar types of improvements within the existing right-of-way.
 - 3. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.
 - 4. Landscaping as part of a transportation facility.
 - 5. Emergency measures necessary for the safety and protection of property.
 - 6. Acquisition of right-of-way for public roads, highways and other transportation improvements designated in the TSP except for those that are located in EFU or PF Zones.
 - 7. Construction of a road or street as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.
- D. Conditional Uses Permitted:

1. Construction, reconstruction or widening of highways, roads, bridges or other transportation projects that are:
 - a. Not improvements designated in the TSP or (2) not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review, shall comply with the TSP and applicable standards, and shall address the following criteria. For State projects that require an Environmental Impact Statement or Environmental Assessment the draft EIS or EA shall be reviewed and used for the basis for findings to comply with the following criteria:
 - 1) The project is designed to be compatible with existing land use and social patterns, including noise generation, safety and zoning.
 - 2) The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources and scenic qualities.
 - 3) The project preserves or improves the safety and function of the facility through access management, traffic calming or other design features.
 - 4) The project includes provision for bicycle and pedestrian circulation as consistent with the comprehensive plan and other requirements of this ordinance.
2. Construction of rest areas, weigh stations, temporary storage and processing sites.
3. If review under this section indicates that the use or activity is inconsistent with the TSP, the procedure for a plan amendment shall be undertaken prior to or in conjunction with the conditional permit review.

80.040 - PARCELS SPLIT BY AN URBAN GROWTH BOUNDARY

When a parcel proposed for division lies partly within and partly outside an Urban Growth Boundary, the standards of this Code and any more restrictive requirement of a City shall apply within a UGB.

ARTICLE 81 - VEHICULAR ACCESS & STANDARDS

81.010 - PURPOSE

The purpose of these standards is to ensure safe ingress and egress to and from properties; to minimize street congestion and traffic hazards; to provide safe and convenient access to businesses, public services, and places of public assembly; and to make vehicular circulation more compatible with surrounding land uses.

81.020 - ACCESS STANDARDS

- A. Every lot or parcel created by a new land division shall abut a County maintained road or street for at least 25 feet, or shall abut a State highway where the Highway Division, Oregon Department of Transportation, has issued an access permit to each lot or parcel. Lots or parcels that do not abut such a road or highway may be approved by the Review Body when the following conditions exist:
1. When a parcel of land is an isolated ownership, where not more than two lots can be developed from the original parcel or from adjoining lands, and where access is by easement, the easement to the property line shall be continued to the proposed parcel;
 2. When a parcel of land receives access by a public usage road declared by a court of competent jurisdiction or by a non maintained County road, and where the Review Body finds that acceptance of such road for partitioning purposes is in the public interest, any partitioning using those roads shall be conditioned upon the dedication of additional right of way and improvement as required by the Review Body.
- B. No partitioning or subdivision of land shall be authorized except as permitted in Sections in this Code and as above, using any special purpose roads, including ways of necessity, special access roads under the permit control of the Secretaries of Agriculture or the Interior, timber access roads, or other roads in which the rights of the public for access may be restricted.

81.030 - GENERAL ROADWAY DESIGN CRITERIA & STANDARDS

The location, width, and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public safety, and to the proposed use of the land to be served by the street.

81.040 - STREET CREATION WITHIN A LAND DIVISION

The creation of a street within a subdivision, partition, re-plat, or planned unit development, shall be in full compliance with the platting requirements contained in this Code and applicable City and/or State regulations. No person shall create a street or road for the purpose of subdividing, partitioning, re-plating, or creating a planned unit development, on an area or tract of land without County approval.

81.050 - STREET CREATION OUTSIDE A LAND DIVISION

A. The provision of right of way for creation of streets outside of a subdivision, partition, re-plat, or planned unit development, where streets are not shown on an adopted Transportation Plan shall be in conformance with the County Road Standards, except that the Review Body may approve the creation of a street by deed without full compliance with platting regulations provided any of the following conditions exist:

1. The establishment of the street is initiated by the County Court and is declared essential for the general traffic circulation;
2. The street is to provide access to parcels that were created prior to the enactment of this Code;
3. The street is necessary to provide access intervening between a proposed subdivision, partition, re-plat, or planned unit development and a public road;
4. The street may be established as a condition of Site Plan Review to facilitate the safe ingress and egress of a particular use.

B. In all cases, the creation of a street shall be consistent with the elements of the Comprehensive Plan; shall not disrupt the stability of the land use pattern in the area; and will promote and conserve the public health, safety, and welfare. The Review Body may deny the request or refer the request for the creation of a street to a public hearing where, in the Review Body's opinion, the request would be in conflict with the provisions in Section 81.050(A).

81.060 - SUBMISSION OF PROPOSED DEED

- A. In cases where approval of a street is to be without full compliance with the regulations applicable to subdivisions, partitions, re-plats, property line adjustments, or planned unit developments, a copy of the proposed deed shall be submitted to the Review Body.
- B. The deed and any information which may be submitted shall be reviewed by the Review Body and the Road Supervisor, and, if not in conflict with the design standards of this Code, may be approved with any conditions necessary to comply with these standards.
- C. Requirements for the creation of a street by deed must include engineering data, plan and profile, and the construction of the street to the appropriate standards.

81.070 - EASEMENTS

Easements for public facilities, public or private utilities, slopes, drainage, etc., shall be dedicated wherever necessary. The Review Body may require the developer to acquire and dedicate easements on adjoining property when necessary to protect the public health, safety, and general welfare.

81.080 - RELATION TO ADJOINING STREET SYSTEM

- A. Applicants for a subdivision, partition, re-plat, property line adjustment, planned unit development or Site Plan Review shall provide for the continuation of the principal streets existing in adjoining subdivisions or of their proper projection when the adjoining property is not subdivided. The streets shall be a width not less than the minimum requirements for streets set out in Sections 81.130(A) and 81.200(F).
- B. Where, in the opinion of the Review Body, topographic conditions make the continuation or conformity impractical with the existing, principal streets, an exception may be made.
- C. Where an adopted neighborhood, area, or rural community plan is in place, the subdivision partition, re-plat, property line adjustment, or planned unit development shall conform to the adopted plan.
- D. Where the plat submitted covers only a part of the developer's tract, a drawing of the prospective future street system on the part submitted shall be considered in light of its conformity to the street system of the entire tract.

- E. Loop road systems are to be provided where possible in order to provide more than one route for traffic in the case of an emergency. Cul-de-sac roads are to be kept as short as practical to facilitate better emergency access.

81.090 - FUTURE EXTENSION OF STREETS

- A. Where necessary to give access to, or permit a satisfactory future subdivision, partition, re-plat, or planned unit development on adjoining land, the Review Body may require that streets be extended to the boundary of the subdivision or partition and the resulting dead end streets may be approved without a turnaround.
- B. Street plugs may be required to preserve the objectives of street extensions, the control of which shall rest with the County Court according to their sole discretion.

81.100 - HALF STREETS

- A. While generally not acceptable, half streets may be approved where they can be shown to be essential to the reasonable development of the subdivision, partition, re-plat, or planned unit development. The use of half streets must be in conformity with any other requirements of this Code, and when possible shall require the dedication for construction of the other half, at the time any adjoining property is subdivided, partitioned, re-plated, or a planned unit development is created.
- B. Whenever an existing half street is adjacent to land to be subdivided, the remaining half of the street shall be dedicated and constructed within the subdivision, partition, re-plat, or planned unit development. Street plugs may be required to ensure the objectives of obtaining full width streets.

81.110 - ALIGNMENT AT INTERSECTIONS

As far as practical, streets shall be in alignment with existing streets by continuing the center lines. Staggered street alignment resulting in "T" intersections shall, wherever practical, leave a minimum distance of 260 feet between the center lines of streets having approximately the same direction.

81.120 - STREETS ABUTTING A LAND DIVISION

- A. At a minimum, applicants for subdivisions, partitions, re-plats, property line adjustments, planned unit developments and Site Plan Review shall provide streets, of the appropriate standards, connecting directly to an existing publicly maintained street.

- B. Where the right of way of an existing street, which directly abuts any land division, does not meet the appropriate rural standard, the applicant shall dedicate the right of way required to meet the standard unless exempted by another Section of this Code.
- C. At County discretion, street improvements shall be constructed to an equivalent dollar amount of the half width rural standard. Design standards for rural roads shall be in conformance with this Code, the Roadway and Traffic Management Plan for Grant County Standards and Specifications for Design and Construction of County Roads, relevant City street standards, the AASHTO standards, and any technical manuals used by the Road Department in road development and as provided in Section 81.130(A).

81.130 - IMPROVEMENT STANDARDS

A.

Table 1					
Rural Road Standards					
Standard	Limited Resident	Resident	Local	Minor Collector	Major Collector
Design Speed	25 mph	25 mph	35 mph	50 mph	55 mph
Lane Width	12 feet	12 feet	12 feet	12 feet	12 feet
Surface Type	crushed aggregate	oil mat	oil mat - AC	oil mat - AC	AC
Grade Maximum	10%	10%	8%	6%	5%
Shoulder Width	-----	2 feet	4 feet	6 feet	8 feet
Shoulder Surface	Gravel	gravel	oil mat - AC	oil mat - AC	AC
Structure Width	28 feet	30 feet	32 feet	36 feet	40 feet
Vertical Clearance	16 1/2 feet	16 1/2	16 1/2 feet	16 1/2 feet	16 1/2 feet
Load Design (Structure)	HS 20-44	HS 20-44	HS 20-44	HS 20-44	HS 20-44
R/W Width*	60 feet	60 feet	60 feet	60 feet	60 feet

NOTES: Grades in erosion sensitive soils as determined by the Road Supervisor will require erosion control measures.

* Right-of-way width may be increased because of the topography of a site.

- B. Improvements shall be made by the developer prior to submission of the final plat or final map or by an agreement to improve roadways which shall be executed as provided in Article 14 of this Code. Roads proposed for construction will be categorized by location.

81.140 – BLOCKS

The length, width, and shape of blocks shall be designed to provide adequate building sites suitable for the proposed use(s), to satisfy any need for convenient access, circulation, control, and safety of street traffic, and the limitations and opportunities of the topography of the site.

81.150 - BICYCLE LANES

The Review Body may require the installation of separate bicycle lanes within streets and/or separate bicycle paths, if necessary to extend an existing or planned system of bicycle routes, shown on the adopted Bicycle Route Plan, or if a need is otherwise indicated. Such paths shall meet the standards of the State of Oregon.

81.160 – ALLEYS

The minimum width of alleys, when provided in residential blocks, shall be 20 feet. Alleys shall be provided in Commercial and Industrial Zones and shall not be less than 20 feet in width.

81.170 - CUL DE SACS AND ACCESS WAYS

Dead-end streets shall terminate in a cul-de-sac with a minimum of 60 foot radius as listed in the road standards adopted by the County Court or standards adopted by AASHTO

- A. Cul-de-sacs or permanent dead-end roads may be used as part of a development plan. However, through roads are encouraged except where topographical, environmental, access or existing adjacent land use constraints, or safety issues make connecting roads infeasible. Where cul-de-sacs are planned, access ways shall be provided connecting the ends of cul-de-sacs to each other; to other roads; or to neighborhood activity centers.
- B. Where appropriate access ways for pedestrians and bicyclists shall be 10 feet wide and located within a 20 foot wide right-of-way or easement. If the roads within the subdivision are lighted, the access ways shall also be lighted. Stairs or switchback paths may be used where grades are steep.

- C. Where appropriate access ways for pedestrians and bicyclists shall be provided at mid-block where the block is longer than 600 feet.
- D. The Planning Director or Planning Commission may determine, based upon evidence in the record, that an access way is impracticable. Such evidence may include, but is not limited to:
 - 1. Physical or topographic conditions make an access way connection impractical. Such conditions include, but are not limited to extremely steep slopes, wetlands or other bodies of water where a connection cannot reasonably be provided.
 - 2. Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering potential for redevelopment.
 - 3. Where access ways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, that preclude a required access way connection.

81.180 - STREET INTERSECTIONS

- A. All streets shall intersect at right angles (90 degrees); where an intersection of 90 degrees cannot be secured because of physical constraints of the site, an angular intersection of not less than 60 degrees may be permitted.
- B. Right-of-way lines at street intersections shall be rounded with an arc parallel to the curb or shoulder arc.
- C. Collector and arterial intersections shall have roadway curb or road shoulder radii of not less than 25 feet; all other street intersections shall have roadway curb radii of not less than 20 feet.

81.190 - STANDARD DRIVE APPROACHES

Standard drive approaches shall be installed pursuant to County design standards.

81.191 – UTILITIES

All underground power, telephone, television cable shall be buried to Code and prior to surfacing the sub-grade.

81.192 - BICYCLE PARKING

The development shall include the number and type of bicycle parking facilities required in Section 75.040 (E) of this title. The location and design of bicycle parking facilities shall be indicated on the site plan.

81.193 - PEDESTRIAN ACCESS AND CIRCULATION

Where appropriate, internal pedestrian circulation shall be provided in new commercial, office and multi-family residential developments through the clustering of buildings, construction of hard surface walkways, landscaping, access ways or similar techniques.

81.194 - COMMERCIAL DEVELOPMENT STANDARDS

- A. New commercial buildings, particularly retail shopping and offices, shall be oriented to the road, near or at the set-back line. A main entrance shall be oriented to the road. For lots with more than two front yards, the building(s) shall be oriented to the two busiest roads.

- B. Off-road motor vehicle parking for new commercial developments shall be located at the side or behind the building(s).

81.195 - INDUSTRIAL AND COMMERCIAL SITE PLANS

All site plans (industrial and commercial) shall clearly show how the site’s internal pedestrian and bicycle facilities connect with external existing or planned facilities or systems.

81.200 - RESTRICTED RESIDENTIAL ROADS

- A. When five or fewer lots or parcels are to be served by a public road, the developer may request approval to construct to a lesser standard than required by this Article. Those roads will not be accepted for maintenance by the County Court, unless improved to maintenance standards and specifications for Rural Roads found in Section 81.130(A).

- B. If the road cannot be extended to serve ultimately more than five lots or parcels, the sub-grade may be constructed to only a single lane width:
 - 1. If the road potentially could be extended to serve more than five lots or parcels, the sub-grade shall be constructed to a double lane width to allow future improvements to the appropriate road standard;

2. Design standards for restricted residential roads are provided in Section 81.200(F), for subdivisions over five lots or parcels; however, surfacing may be limited to one lane only with turnouts intervisible or 800 feet maximum, 50 feet in length plus 25 foot tapers.
- C. If a road is to be improved to the minimum standards of this Section rather than the normal standards for Rural Roads, prior to approval, the developer shall submit to the Review Body a provision which shall include the following terms:
1. The agreements for maintenance and improvement shall be enforceable by any abutter or the County on its own motion;
 2. The property owners abutting the road, their successors, or assignees, shall maintain the road, either equally or in accordance with a special formula, including, but not limited to, a formula proportional to the frontage or acreage.
- D. The agreement required by Section 81.200(C) shall be recorded with the final plat and by the County Clerk prior to the transfer of lots or parcels served by the road created in compliance with this Section:
1. Restoration of the road shall be accomplished whenever deterioration results in exposure of the sub grade, failure of the foundation, erosion of ditches or road shoulders, or blockage of culverts;
 2. The agreement shall further specify that if the road includes a structure, the structure shall be continually maintained at the loading standard to which it was constructed, and the structure shall be inspected at a minimum of every ten years by a registered professional engineer;
 3. This agreement shall not apply to any County road created prior to the passage of this Section, nor shall any maintenance agreement be binding on any lot or parcel, lawfully created and existing prior to the creation of a new road, that abuts a new road unless included in the maintenance agreement by voluntary action of the property owner.
- E. The applicant may request that a gravel surface be constructed in lieu of the required oil mat surface. The Planning Director has the authority to approve this request if all the following conditions exist:

1. The road cannot be extended to serve more than a total of five lots including the lots requested in the current application;
2. The road shall be located on soils that are not erosive in nature to the extent that the road could substantially deteriorate under normal traffic conditions;
3. The parcels to be served are relatively isolated from an existing oil mat or County road;
4. The application of an oil mat surface would not be practical because of extraordinary circumstances that would cause a substantial hardship;
5. The creation of the road would lead to an orderly and efficient use of the land on the subject property and surrounding properties.

F.

Table 2		
Restricted Residential Road Standards		
Standard	Maximum 5 Lots or Parcels	Potential for more than 5 Lots or Parcels
Design Speed	20 mph	25 mph
Lane Width	13 feet*	13 feet surfaced
Surface Type	crushed aggregate	oil mat
Grade Maximum	10%	8%
Structure Width	14 feet	28 feet/30 feet
Vertical Clearance	16 1/2 feet	16 1/2 feet
Load Design (Structure)	HS 20-44	HS 20-44
R/W Width	60 feet**	60 feet

NOTES: Grades in erosion sensitive soils as determined by the Road Supervisor will require erosion control measures.

* Turnouts shall be provided intervisible or 800 feet, constructed 50 feet in length plus 25 foot tapers on each end.

** A different R/W width may be required because of the topography of a site.

*** Future road standards above a residential standard will require the development to the greater standard.

81.210 - CREATION OF STREETS SHOWN ON THE TRANSPORTATION MASTERPLAN

- A. Streets shown on the Adopted Master Transportation Plans are created at the time of adoption of the Plans.
- B. Improvements and engineering data necessary for the completion of roads shall be submitted as reasonably requested by the Road Supervisor.
- C. The review and approval of documents shall be performed by the Review Body and Road Supervisor to assure compliance with street improvements standards. Decisions made by the Review Body and Road Supervisor may be appealed as part of the original application under the provisions of Article 33.

81.220 - TRANSPORTATION SYSTEM PLAN

The intent of this section is to implement the access management policies of the Grant County Transportation System Plan; to manage access to land developments in an effort to preserve the transportation system in terms of safety, capacity, and function; and shall apply to all arterial and collectors within Grant County and to all properties that abut those roadways.

- A. Corner Clearance.
 - 1. Corner Clearance for connections shall meet or exceed the minimum connection spacing requirements for that roadway.
 - 2. New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this ordinance, unless no other reasonable access to the property is available.
 - 3. Where no other alternatives exist, the County may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.

B. Joint and Cross Access.

1. Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.
2. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:
 - a. A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.
 - b. A design speed of 10 mph and a maximum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles.
 - c. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive.
 - d. A unified access and circulation system plan for coordinated or shared parking areas is encouraged.
3. Shared parking areas shall be permitted to allow a reduction in required parking spaces if peak demands do not occur at the same time periods.
4. Pursuant to this section, property owners shall:
 - a. Record an easement with the deed showing cross access in and from other properties served by the joint use driveways and cross access or service drive.
 - b. Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the County and pre-existing driveways will be closed and eliminated after construction of the joint use driveway.
 - c. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

5. The County may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
 - a. Joint access driveways and cross access easements are provided in accordance with this section.
 - b. The site plan incorporates a unified access and circulation system in accordance with this section.
 - c. The property owner enters into a written agreement with the County, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.
6. The County may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

C. Access Connection and Driveway Design

1. Driveways shall meet the following standards:
 - a. If the driveway is a one way in or one way out drive, the driveway shall be a minimum width of 12 feet and shall have an appropriate sign designating the driveway as a one way connection.
 - b. For two way access, each lane shall have a minimum lane width of 10 feet and a minimum shoulder width of 2 feet on each side (minimum road width of 24 feet).
 - c. Driveway grades will not exceed 12%.
2. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts.
3. The length of driveways shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing

into the flow of traffic on the public road or causing unsafe conflicts with on site circulation.

D. Requirements for Phased Development Plans.

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both shall be cited for any violation.
2. All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.

E. Nonconforming Access Features.

1. Legal access connections in place on date of adoption that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards under the following conditions:
 - a. When new access connection permits are required.
 - b. Change in use or enlargements or improvements that will increase trip generation.

F. Reverse Frontage.

1. Lots that front on more than one road shall be required to locate motor vehicle accesses on the road with the lower functional classification.
2. When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road. Access rights for these lots to the arterial shall be dedicated to Grant County and recorded with the deed. A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on the

arterial. The berm or buffer yard shall not be located within the public right-of-way.

G. Shared Access.

Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway. Normally a maximum of two accesses shall be allowed regardless of the number of lots or businesses served. If access off a secondary road is possible, then access should not be allowed onto the state highway. If access off of a secondary road becomes available, then conversion to that access is encouraged, along with closing the state highway access.

H. Connectivity.

Minor collector and local residential access roads shall connect with surrounding roads to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local roads. Appropriate design and traffic control such as four-way stops and traffic calming measures are the preferred means of discouraging through traffic.

I. Variances to Access Management Standards.

1. The granting of the variance shall meet the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.
2. Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that:
 - a. Indirect or restricted access cannot be obtained.
 - b. No engineering or construction solutions can be applied to mitigate the condition.
 - c. No alternative access is available from a road with a lower functional classification than the primary roadway.
3. No variance shall be granted where such hardship is self-created.

81.230 - TRAFFIC IMPACTS

- A. The proposed use shall not impose an undue burden on the public transportation system. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADT's), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding road system. The developer shall be required to mitigate impacts attributable to the project.
- B. The determination of impact or effect and the scope of the impact study should be coordinated with the provider of the affected transportation facility.
- C. Dedication of land for roads, transit facilities, sidewalks, bikeways, paths or access ways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.
- D. Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, access ways, paths or roads that serve the proposed use where the existing transportation system may be burdened by the proposed use.

ARTICLE 82 - SUBDIVISION & STREET NAMES & SIGNS

82.010 - SUBDIVISION NAMES

The name of any subdivision or planned unit development shall not be the same as, similar to, or pronounced the same as the name of any other subdivision or planned unit development within the County, unless the development is contiguous to and an extension of another land division which was platted by the same developer; or the developer files and records the consent of the original developer that platted the contiguous subdivision or planned unit development bearing that name. Adjacent plats shall continue the lot numbers and, if used, the block numbers of the subdivision or planned unit development plat of the same name last filed.

82.020 - STREET NAMES

The name of any proposed road shall not duplicate or be so similar as to be confused with the name of any existing road within the County.

82.030 - STREET SIGNS

Arrangements shall be made by the developer for the Road Supervisor to furnish and install all required signs and traffic control devices. All costs of materials, labor, and equipment shall be paid by the developer.

ARTICLE 83 - EROSION CONTROL & STORM DRAIN FACILITIES

83.010 - PURPOSE

The standards and criteria for erosion and sediment control provide for the design of projects so as to minimize the harmful effects of stormwater runoff and the resultant inundation and erosion from projects, and to protect neighboring downstream and downslope properties from erosion and sediment impacts.

83.020 - APPLICATION OF STANDARDS

- A. These standards shall apply to any land division or land use application including development and construction which would require any grading or filling on slopes that are 15% or greater or soils that are granitic in composition as mapped by the Natural Resource Conservation Service except when authorized or regulated by the Oregon Forest Practices Act.
- B. An Erosion and Sediment Control Plan to prevent or mitigate possible hazards to life, property, or the natural environment shall be required.
- C. Seed mix and fertilizer recommended by Natural Resource Conservation Service.

83.030 - PLAN REQUIREMENTS

- A. An operation plan shall be submitted prior to any grading or filling on slopes 15% or greater, or on granitic soils.
- B. The plan shall be prepared by a registered civil engineer, and shall provide the following information:
 - 1. A statement of the land capabilities of the property on which the grading, filling, or clearing is to be performed, including soil series name, slope, gradients, run off potential, soil depth, erosion potential, and natural drainage;
 - 2. An accurate plot plan showing the exterior boundaries of the property on which the modification is to be performed, including the following:
 - a. Flow lines of surface waters onto and off of the site;
 - b. Existing and proposed contours at two foot intervals;

- c. Location, amount, and extent of cuts, fills, or contouring;
 - d. Existing and proposed drainage ways;
 - e. Building corner and street elevations for existing and proposed improvements;
 - f. Existing and proposed retaining walls;
 - g. The location and design of facilities for storage or conveyance of surface water runoff;
 - h. Estimates of existing and proposed runoff on the site.
3. The plan shall include an evaluation of the effects of projected runoff on adjacent properties and existing drainage ways;
 4. A list of equipment and methods to be employed in processing and disposing of soil and other material that is removed from the site, including the location of disposal sites;
 5. The plan shall include information detailing the final ground cover, landscaping, erosion and drainage controls, and requirements for stable cut and fill slopes which will be based on detailed stability analysis. For the purposes of determining appropriate soil losses, the Natural Resource Conservation Service, United States Department of Agriculture publication Soil Interpretations for Oregon shall be used.

83.040 - EROSION & SEDIMENT CONTROL PLAN REVIEW

The Erosion and Sediment Control Plan shall be submitted as part of the land division or land use application and shall be reviewed as part of the application. The Review Body or the Road Supervisor where roads may be affected, shall review the plan and may recommend the installation or construction of improvements necessary to mitigate the impacts of the potential erosion and runoff.

83.050 - STORM DRAINAGE FACILITIES

Drainage facilities shall be provided for subdivisions, partitions, re-plats, or planned unit developments, and shall be connected directly to existing drainage ways or storm sewers outside of the proposed land division that have an adequate capacity to accept drainage water from the subdivision, partition, re-plat, or planned unit development as provided below:

- A. Design of drainage within the subdivision, partition, re-plat, or planned unit development shall be approved by the Road Supervisor, consistent with the County's Master Storm Drainage Plan, and shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the subdivision, partition, re-plat, or planned unit development, and to allow extension of the system outside the subdivision, partition, re-plat, or planned unit development;
- B. Drainage for the individual lots of the proposed subdivision, partition, re-plat, or planned unit development, and the proposed subdivision, partition, re-plat or planned unit development as a whole, shall be accomplished in such a manner so as to prevent the excessive flow of water across property lines, sidewalks, and other public right-of-ways;
- C. When in the opinion of the Road Supervisor, land in a subdivision, partition, re-plat, or planned unit development which is or will be periodically subject to accumulations of surface water or is traversed by any water course, channel, stream, or creek, shall be required as a condition of approval to provide for adequate unrestricted drainage by the developer;
- D. Provision for drainage shall be shown on a drainage plan both within and adjacent to the subdivision, partition, re-plat, or planned unit development. The plan shall show all easements and any improvements to be constructed;
- E. Public improvements shall be approved by the Review Body as adequate for the drainage needs of the area. Where necessary, for protection of any needs, the Review Body may condition the tentative plan approval on the conveying of ownership of a drainage easement for drainage purposes to the County.

ARTICLE 84 - WATER STANDARDS

RESERVED FOR FUTURE EXPANSION.

ARTICLE 85 - UTILITIES

85.010 - UTILITY IMPROVEMENTS

- A. Utilities shall be placed to the lot line of each lot during the construction of any new street or road that:
1. Will be maintained by the County;
 2. Has the potential to be maintained by the County; or
 3. Is maintained by abutting owners through a recorded agreement required as a part of an approved land division.
- B. The developer shall make necessary arrangements with the utility companies or other persons or corporations effected for the installation of lines and facilities, including, but not limited to communication, street lighting, and cable television, to provide service to the property.

85.020 - UTILITY EASEMENTS

Easements for public utilities shall be provided, as necessary, for the installation of utilities, and for the future installation of utilities when the subject property or adjoining property has the potential for further development.

85.030 - GUARANTEES TO CONSTRUCT REQUIRED IMPROVEMENTS

Waiver of Remonstrance regarding public facilities:

- A. Applicants for land divisions shall sign a written waiver of their right to remonstrate or otherwise legally oppose the installation of public facilities, including, but not limited to streets, storm drainage systems, sanitary sewer systems, and water supply systems, where such facilities are or may be proposed to serve the applicant's property as part of any local improvement (assessment) district, developer installed improvement project or a local government improvement project of any type;
- B. This Section shall not, however, prohibit the applicant, developer, or owner from expressing his or her personal views regarding the installation of a public facility.

85.040 - MODIFICATION OF REQUIRED IMPROVEMENTS

- A. The Review Body has the authority to modify the improvements required by Sections 85.010 and 85.020. This authority may only be used in those cases where:
 - 1. The full requirement would cause an undue or unnecessary hardship based on unforeseen circumstances that would require extraordinary construction methods or materials; and
 - 2. The authorization will be consistent with the purposes of this Chapter as set forth in Sections 80.010 and 80.020.
- B. The Review Body shall consider the modification after proper notice and shall consider any information necessary to demonstrate that the modification is in compliance with the criteria in the decision.
- C. The decision of the Review Body may be appealed as part of the original application under the procedures set out in Article 33.

85.050 - SEWAGE DISPOSAL IMPROVEMENTS

Sewage disposal improvements for each lot or parcel shall be in compliance with the requirements of the Department of Environmental Quality, and sanitary sewer district (if the proposed development is within the district boundaries or is proposed or conditioned for annexation of a district), applicable city standards, and any other applicable laws.

85.060 - WATER SYSTEMS IN OTHER URBANIZING AREAS

- A. All subdivisions, partitions, re-plats, and planned unit developments located within urbanizing areas which are served by public sewers shall be provided with a public water system to the lot line of each lot within the subdivision or partition.
- B. The system shall be designed for meeting domestic needs and may be required to be designed for meeting fire fighting capacity.
- C. The system shall be installed prior to approval of the final plat or the developer shall complete a performance agreement as provided in Article 14 of this Code. The agreement may include agreements to annex; incorporation of a water district, private water cooperative, or development of a service utility; and the posting of a bond or

contributions of funds in sufficient amount to mitigate the burden created by the land division on public water supplies.

- D. Pipe sizes and design standards for any system shall be specified by a city, special district, or cooperative that will eventually serve the proposed subdivision, partition, re-plat, or planned unit development:
 - 1. In any area where a future public water supply source has not been identified, design standards shall be specified by the County in consultation with the authority which will eventually serve the proposed subdivision, partition, re-plat, or planned unit development;
 - 2. Design approval shall take into account provision for extension beyond the subdivision, partition, re-plat, or planned unit development, to adequately grid the appropriate water system plan.

85.070 - IRRIGATION

- A. If lands to be subdivided, partitioned, re-platted, or converted to a planned unit development include rights for irrigation, provision shall be made for continuation of those rights by indication of an easement to allow delivery of irrigation water and maintenance of irrigation facilities to each lot or parcel in the land division in which the historic application of water has been made.
- B. Where rural land divisions affect facilities of an irrigation district, the owners of the division shall be responsible for maintaining continuity of the district's system:
 - 1. The owner of the division shall either buy out of the district or provide each lot within the subdivision, partition, re-plat, or planned unit development with irrigation water, all in accordance with district requirements;
 - 2. In addition, the owner or developer shall buy out of the district any publicly dedicated or deeded right of way.

ARTICLE 86 - SOLID WASTE

86.010 - APPLICATION

- A. The standards contained in this Article shall apply to the siting of a sanitary or solid waste landfill, and to a resource recovery and/or transfer station.

86.020 - SITING STANDARDS

- A. The following standards shall apply to siting a sanitary or solid waste landfill. These standards shall not replace any applicable state or federal standards.
1. The proposal meets the requirements of the Land Development Code.
 2. The proposed use complies with all requirements of the Department of Environmental Quality.
 3. A reclamation plan will be submitted to DEQ demonstrating how the land will be returned to resource use including a timetable for the implementation of the plan.
- B. The following standards, as appropriate, shall apply to siting a resource recovery and/or transfer station. These standards shall not replace any state or federal standards, but shall supplement them:
1. Lots are to be of sufficient size to allow a 30 foot separation of storage or buildings to adjacent property lines; greater if adjacent to a Residential Zone;
 2. Entire use to be fenced and screened from adjacent property and public right-of-way;
 3. All putrescible (garbage) shall be stored within an enclosed building;
 4. Recyclable commodities may be stored outside if each type is placed in containers appropriate to the material contained;
 5. All Federal and State environmental quality standards shall be met to include at a minimum noise, waste water discharge, surface drainage, disposal of putrescible material, etc.;

6. All material shall be confined to the site and shall not be stored in a manner that will allow littering of adjacent property.