

## **Division VII. – STREET ALIGNMENTS**

### **Chapter 16.86**

#### **REGULATIONS**

#### **Sections:**

- 16.86.010 Purpose.**
- 16.86.020 General provisions.**
- 16.86.040 Recommended roadway standards.**
- 16.86.060 Street Alignment Regulations**

#### **16.86.010 Purpose.**

This chapter is intended to insure that adequate space is provided in appropriate locations for the planned expansion, extension, or realignment of public streets. Further, it is intended to allow for the safe utilization of streets once developed. The street standards are also intended to encourage the efficient layout of streets, minimize impervious surfaces, and incorporate LID green street treatments whenever feasible. This section is to be used in conjunction with other general ordinances of the city which affect public improvements, roads, highways, etc. (Ord. 740 section 107.10, 1984; Ord. 1338, 2010)

#### **16.86.020 General provisions.**

**A.** The Transportation System Plan shall be used to determine which streets are to be arterials, collectors, and neighborhood connectors. All new streets are required to comply with the roadway design standards provided in Chapter 7 of the TSP. The city may require right-of-way dedication and/or special setbacks as necessary to ensure adequate right-of-way is available to accommodate future road widening projects identified in the TSP.

**B.** Right-of-way widths and cross section standards for new streets shall be in conformance with the Canby Transportation System Plan and the Public Works Design Standards.

**C.** The Public Works Director shall be responsible for establishing and updating appropriate alignments for all streets.

**D.** No building permit shall be issued for the construction of a new structure within the planned right-of-way of a new street, or the appropriate setback from such a street as established in Division III.

**E.** Existing structures which were legally established within a planned road alignment or abutting setback shall be regarded as nonconforming structures.

**F.** Bikeways and bike lanes shall be provided consistent with the Bicycle Plan element of the Transportation System Plan.

**G.** Pedestrian facilities shall be provided consistent with the Pedestrian Plan element of the Transportation System Plan. (Ord. 740 section 10.7.20, 1984; Ord. 1043 section 3, 2000; Ord 1237, 2007; Ord. 1338, 2010; 1340, 2011)

#### **16.86.040 Recommended Roadway Standards**

Specific standards for roadway design are located in the Transportation System Plan and Canby Public Works Design Standards. (Ord. 1338, 2010)

#### **16.86.060 Street Connectivity**

When developing the street network in Canby, the emphasis should be upon a connected continuous grid pattern of local, collector, and arterial streets rather than discontinuous curvilinear streets and cul-de-sacs. Deviation from this pattern of connected streets shall only be permitted in cases of extreme topographical challenges including excessive slopes (35 percent plus), hazard areas, steep drainage-ways and wetlands. In such cases, deviations may be allowed but the connected continuous pattern must be reestablished once the topographic challenge is passed. (Ord. 1340, 2011)